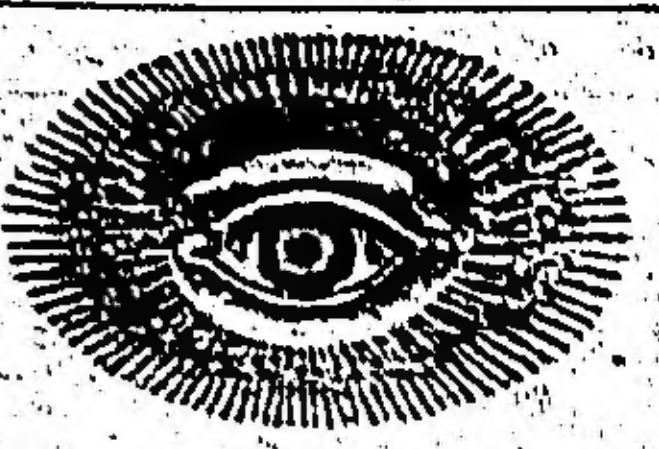


MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.


N. LAZARUS.
Hong Kong's Only European Optician.
Established Over Forty Years.
Manager—RALPH A. COOPER
Registered Optometrist (Canada).

No. 2154/ 號號拾肆百伍仟壹萬貳第 日伍初月柒年卯丁 HONG KONG, TUESDAY, AUGUST 2nd, 1927. 式拜禮 日日月捌年七廿百九仟壹英 PRICE: \$3 PER MONTH.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ... Dep.	6.37	8.00	9.15	10.09	11.02	1.15	2.37	3.00	4.37	5.43
Yuenai ... Dep.	6.45	8.08	9.23	10.17	11.10	1.23	2.45	3.08	4.45	5.51
Shatin ... Dep.	6.57	8.10	9.25	10.19	11.12	1.25	2.47	3.10	4.47	5.53
Taipei ... Dep.	7.11	8.14	9.29	10.23	11.16	1.29	2.51	3.14	4.51	5.57
Taipei Market ... Dep.	7.27	8.30	9.35	10.29	11.22	1.35	2.57	3.20	4.57	6.03
Shenzhen ... Dep.	7.39	8.42	9.47	10.41	11.34	1.47	3.09	3.32	5.09	6.15
Shenzhen ... Dep.	7.53	8.46	9.51	10.45	11.38	1.51	3.13	3.36	5.13	6.19
Shenzhen ... Dep.	8.07	8.50	9.55	10.49	11.42	1.55	3.17	3.40	5.17	6.23
Canton ... Arr.	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50	11.50

SHA TAU KOK BRANCH.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Fanning ... Dep.	7.45	8.15	9.30	10.15	1.15	2.30	3.00	4.15	5.15
Shatin ... Dep.	7.50	8.20	9.35	10.20	1.20	2.35	3.05	4.20	5.20
Shatin ... Dep.	8.00	8.30	9.45	10.30	1.30	2.45	3.15	4.30	5.30
Shatin ... Dep.	8.10	8.40	9.55	10.40	1.40	2.55	3.25	4.40	5.40

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from Messrs. THE HONG KONG, CANTON AND MACAO STEAMSHIP CO., LTD., 50, THE ARCADE, HONG KONG.

HONG KONG, CANTON AND MACAO STEAMERS.

THE HONG KONG, CANTON AND MACAO STEAMSHIP CO., LTD.

CANTON LINE.

Sailings from Hong Kong—Daily at 1 A.M.
Sailings from Hong Kong—S.S. "KINGSHAN"—MONDAY, WEDNESDAY, FRIDAY and SUNDAY at 8 A.M.
Sailings from Canton—Daily at 3 P.M.
Sailings from Canton—S.S. "KINGSHAN"—TUESDAY, THURSDAY and SATURDAY at 8 A.M.
S.S. "TAISEAN" berths on arrival in Hong Kong on TUESDAY, THURSDAY and SATURDAY at Company's Wharf, King Street Wharf. All Steamers will, as usual, leave for Canton from the Hong Kong Wharf.

MACAO LINE.

From Hong Kong: 8 A.M. and 2 P.M. (Week days only).
From Macao: 8 A.M. and 2 P.M. (Week days only).
On SUNDAY, the 7th AUGUST, S.S. "SUIAN" will depart from the Company's Wharf, King Street Wharf, at 9 A.M., and from Macao at 3.30 P.M. Return Saloon Passage Fare—\$5.00.
SPECIAL Tiffin—\$1.50.
Above Sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

THE STANDARD LIFE ASSURANCE CO.

\$1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.
Particulars from—

DODWELL & CO., LTD.,
AGENTS,
2, QUEEN'S BUILDING.

CAMMELL LAIRD & Co., LIMITED. (ENGLAND).

Controlling THE LEEDS FORGE CO., NEWLY WHEEL CO., Ltd., Birkenhead, Sheffield, Nottingham, Birmingham, Leeds, Penistone and London.

RAILWAY PASSENGER COACHES
FREIGHT & COAL CARS
STEAM DRIVEN RAIL COACHES
"NEWLY" SOLID BOLDED STEEL RAILWAY WHEELS
13, PING ROAD, SHANGHAI.

VISITORS TO CANTON
Should Purchase
A BOOK FOR THE GLOBE
TROTTERS FROM HONG
KONG TO CANTON BY
THE PEARL RIVER
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE—\$1.75.
On Sale at:
HONGKONG DAILY PRESS Office. HONG KONG DAILY PRESS Office.

ON SALE.

HONG KONG HANSAID RE-
PORTS OF THE MEETING
OF THE LEGISLATIVE COUNCIL
for the Session 1926.

Revised by Members.

PRICE—\$5.

MR. J. H. WHEATLEY AND THE KING.

NEVER REFUSED TO
HONOUR TOAST.

QUESTIONS ABOUT
REVOLUTION.

There were very interesting passages when Mr. John Wheatley, M.P., Minister of Health in the Socialist Government, was cross-examined at the Court of Session, Edinburgh, during the hearing of his action for damages for alleged libel.

The defendants, against each of whom he claims \$2,000, are Mr. John Maurice Reid Miller, Conservative candidate in Mr. Wheatley's division, and Mr. Alexander B. Anderson, printer and publisher of the *Eastern Argus* and the *Glasgow East End Advertiser*.

The question is whether a letter published from Mr. Miller falsely and calumniously represented that Mr. Wheatley was disloyal and that he had no regard for the safety of the oath.
Mr. A. M. Mackay, E.C., for Mr. Miller, read over the oath taken by Mr. Wheatley as a Privy Counsellor and as a magistrate, and asked: Would you say that a man who advocated revolution with violence and bloodshed would be unfaithful to that oath?

Mr. Wheatley: I would.
At the time of the Russian revolution did you not uphold revolution and approve its methods?—I did not approve its methods.

Was the Russian revolution accompanied by violence and bloodshed?—It probably was.
Did you ever use the following language: "That you were delighted at the action which Russia had taken and you hoped to see the streets of this great Empire flowing with blood?"

Revolution a Practical Policy.
At a meeting in London Mr. Wheatley was reported to have said that "he was not sure that he was not more revolutionary at that time, when he was Minister of Health, than three years previously; for all his experience had been that if the capitalist order of society was not quickly overthrown they would overthrow them. The Socialist Government. He hoped he was hastening the day when revolution would be a practical policy."

Mr. Mackay: What did you mean? I mean that any experience had shown me that drastic changes would have to be made to improve the condition of the people and to secure the emancipation of the people. I felt that more revolutionary changes would have to be made than during the nine months of the Labour Government.
"Bloody Revolution."

Did you not mean, as you have often said, that you were in favour of bloody revolution?—Far from that.

Lord Murray (Judge): Are you agreed that the report fairly represents your views and your actions?—Yes, I would say that, but I submit that the jury might misunderstand Mr. Mackay if the jury might misunderstand so might the public and your political opponents. What do you say to that?—Not the public. I have invariably opposed bloodshed.

Mr. Mackay next called Mr. Wheatley's attention to a speech at Cardiff in which he was reported to have said, "Unless drastic changes were made 18 months would have brought them to the verge of bloody revolution. The country was being driven either to national ruin or bloody revolution. The workers' representatives were powerless in the House of Commons, but powerful in the country, and he was prepared to place himself in the van and to lead the country to a struggle for the sake of the workers."

Mr. Mackay: What did you mean? That unless we put our house in order we might reach such a point when the discontented masses would rise.
I suggest that you meant you would place yourself in the forefront of bloody revolution?—I was speaking of conditions that might arise unless we came to our senses. There was a fear that there might be a Fascist movement, and that the oppression of the workers might lead to this. I never supported anything in the way of violence or bloodshed.

Mr. Wheatley said that he intended to take every opportunity to prevent a war with Russia.
Mr. Mackay: I suggest that your object was to try to prevent a war with Russia.

(Continued on next column.)

RUINED TRADE UNIONS.

OFFICES MORTGAGED TO
MAKE ENDS MEET.

BITTER LESSONS OF THE
STRIKES.

Many trade unions have not emerged nearly so successfully from the general strike and the coal stoppage as the National Union of Railwaymen, which, according to Mr. J. H. Thomas, M.P., spent \$1,900,000 of a balance of \$2,000,000 standing to its credit on May 1st last year.

They have lost members, money, and prestige, and some today face virtual ruin, although their position a little more than a year ago was apparently almost impregnable. In some instances even the freehold of the offices has been mortgaged to make ends meet, and they cannot pay affiliation fees to keep them in membership of the Trades Union Congress or the General Federation of Trade Unions.

But there are indications that the lesson has been learned. Mr. W. A. Appleton, secretary of the General Federation of Trade Unions, said to a *Daily Mail* reporter:
A new viewpoint is developing. There is a change in the attitude of the average British workman, who is coming to realize the futility of trying to solve economic problems by political action.

He is becoming more concerned with his own trade and the trade of our country than with any revolutionary ebullience in other parts of the world. He realizes now that his own interests and those of his family are bound up with the interests of Great Britain, and that if these are attacked or damaged he is bound to suffer.

Mr. Appleton estimated that the losses sustained by the members of their membership since 1926, and said that what success had been achieved in stopping the decline was due to the idea that the unions were now prepared to run on industrial, not political lines.

Mr. Wheatley: I object strongly to that. I may have done my best to prevent war, but I would never have dreamed of doing anything after the country was actually at war.

Toast of the King.
You say you have never refused to honour the toast of the King?—I do.
In your early days did you frequently refuse to do so?
Lord Murray: A gentleman may change his mind. It can hardly be said that what he said as a boy can be brought as evidence of inconsistency with the oath.

Asked to define the loss he had suffered, Mr. Wheatley said that his loss was that of a man proud of his personal character who had been defamed.

Referring to a statement published in the *Catholic Herald*, in which he was alleged to have risen to wealth by hundreds of county court summonses for petty debts while denouncing the capitalist system, Mr. Wheatley remarked, "This paper has been conducting a campaign against me for years."

Mr. Mackay: Have you seen it?—I don't buy trouble. (Laughter).
Questioned by Mr. Douglas Jamieson, Mr. Wheatley admitted that the *Eastern Argus* was a rival of his own paper, the *Eastern Standard*, published in Glasgow.

Was not your object in bringing this action to put a rival out of action?—I had not the newspaper as such in mind at all.
Mr. Anderson, the owner, has not amassed as great wealth as you have!—I did not know the financial position of that paper.

What did you mean by the word "bloody"?—I was using it in a warning sense.
According to you there were only two things, bloody revolution or ruin, open to the nation?—It was my view then and still is that the nation would be ruined unless changes were made.

"My Dear Sir."
But were you not to be in the forefront of this bloody revolution?—Obviously, I was not considering myself as a military leader.
But what did you mean by "bloody revolution" unless you were contemplating bloodshed? Mr. Wheatley (heatedly): My dear sir, I have spent 20 years of my life trying to overthrow the capitalist system.
The case was adjourned.

DIARY OF EVENTS.

To-day.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Water Polo Association Meeting, Victoria Recreation Club, 6 p.m.
Dinner Dances at Cafe Restaurant Parisien and after dinner dances at Lee Gardens.
Queen's Theatre: "The Merry Widow."
World Theatre: "People vs. Nancy Preston."
Star Theatre: "A Woman of the World."
Principal Mails:—Outward: Europe via Marseilles (Kashgar), 10.30 a.m.; Europe via Marseilles (Paul Lees), 2.30 p.m.
Wednesday.
King Haakon VII. of Norway born, 1872.
Extraordinary General Meeting of China-Provident Loan and Mortgage Co., Ltd., Pedder Building (5th floor), 2.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
H.K. Baseball League: Philippines v. Dragons, Happy Valley Diamond, 5.15 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "The Merry Widow."
World Theatre: "People vs. Nancy Preston."
Star Theatre: "A Woman of the World."
Josef Borisoff, Violinist, at Theatre Royal, 9.15 p.m.
Principal Mails:—Outward: Canada, America, etc., Europe via Vancouver and via Siberia (Empress of Canada), 10 a.m.
Thursday.
War Declared between Great Britain and Germany, 1914.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dances at Cafe Restaurant Parisien and after dinner dances at Lee Gardens.
Wild Swan "Co-optimists" Pot-Pourri Entertainment, R.N.C. Theatre, 8.30 p.m.
Josef Borisoff, Violinist, at Theatre Royal, 9.15 p.m.
Queen's Theatre: "Battling Butler."
World Theatre: "Sun Up."
Star Theatre: "The Barrier."
Friday.
Extraordinary General Meeting of M. Y. Sam Co., Ltd. (in liquidation), at 9.30, Queen's Road Central, 2.30 p.m.
Lawn Tennis League:—"O" Division: H.K.C.C. v. S.C.A.A. Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
St. Peter's Y.M.C. Whist Drive, Cathedral Hall, 8.30 p.m.
Wild Swan "Co-optimists" Pot-Pourri Entertainment, R.N.C. Theatre, 8.30 p.m.
Dinner Dances at Cafe Restaurant Parisien.
Queen's Theatre: "Battling Butler."
World Theatre: "Sun Up."
Star Theatre: "The Barrier."
Saturday.
Golf: Captain's Cup, Fanning. Lawn Tennis League:—"A" Division: I.R.C. v. U.S.R.C. "B" Division: C.R.C. v. Club de Recreo.
H.K. Baseball League: H.K.B.C. v. "Tigers" (S.C.A.A.), Happy Valley Diamond, 2.30 p.m.
Baseball: All-Round Chinese of Honolulu v. Japanese Baseball Club, Happy Valley Diamond, 4.30 p.m.
St. Peter's Young Men's Club Launch Picnic. Launch leaves Queen's Pier, 4.30 p.m.
Friendly Football: Chinese Athletic v. Service team, Sookunpo, 8.45 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dances at Cafe Restaurant Parisien and King Edward Hotel.
Wild Swan "Co-optimists" Pot-Pourri Entertainment, 8.30 p.m.
6th Grand Promenade Concert by Band, Pipes and Drummers, 1st Cameronians, Lee Gardens (if wet, Lee Theatre), 8 p.m.
Benno Moisewitsch, pianist, at Theatre Royal, 9.15 p.m.
"Our Cabaret," Star Theatre, Kowloon, 8.15 p.m.
Queen's Theatre: "Battling Butler."
World Theatre: "Sun Up."
Star Theatre: "The Barrier."
(Continued on next column.)

THE HONGKONG

HONGKONG HOTEL, REGENT BAY HOTEL.

PAK HOTEL.

Telegraphic Address:
"KREMLIN, HONGKONG."

AND

SHANGHAI

ARROW HOUSE HOTEL, PALACE HOTEL.

MARITIME HOTEL.

Telegraphic Address:
"CENTRAL, SHANGHAI."

HOTELS LIMITED.

In Association with the GRAND HOTEL.

DES WAGONS LITS, PARIS.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms, newly renovated and installed with Box Spring Beds, Hot and Cold Water, also Telephones. All Trains pass in front of Hotel. Most Moderate Rates in the Colony.
Hotel Lunch meets all Steamers. Dining Room and Lounge is now open to the Public.

THE KING EDWARD HOTEL BAND.

Will Play as Under—

TUFS-HOURS: DINNER-HOURS: 1 to 2. 7.30 to 9.

DINNER DANCING

SATURDAYS: 8.00 to 12.00

TEA DANCING

TUESDAYS AND FRIDAYS: 5 to 7

Prof. C. THREES

AND

Miss MARGUERITE SENOUE

Will Give EXHIBITION DANCES ON EACH of THESE EVENINGS.

Private Lessons can be arranged with them.

Tel. Add. "VICTORIA."

Telephone: No. 9. 973.

J. H. WITCHELL, Manager.

The Only Hotel in CANTON

Directly under European Management.

THE VICTORIA HOTEL

SHANGHAI

Guides and Trips arranged for and Special Care Taken of TOURISTS.

Cable Address: "VICTORIA."

Palace Hotel.

Tel. K. No. 2. Tel. Ad. "PALACE."

Three Minutes from Kowloon Wharf.

Ferry Wharf and Railway Station.

Entirely under English Management.

Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH.

Lounges, Bar and Billiard Rooms.

Unrivalled Cuisine under the personal supervision of the Proprietress.

TERMS MODERATE.

Special Terms to Families on application to—

Mrs. J.H. OXBERRY, Proprietress.

Principal Mails:—Outward:

Europe via Marseilles (Kashgar), 10 a.m.

Sunday.

Golf: Captain's Cup, Fanning.

Inter-Departmental: 5 to 11.

Prisons v. Sanitary Department, Police R.C. Green, 3.30 p.m.

Hong Kong Baseball League: "Dragons" (S.C.A.A.) v. Philippines, Happy Valley Diamond, 2.30 p.m.

Baseball: All-Round Chinese of Honolulu v. United States, Happy Valley Diamond, 4.30 p.m.

WHISKY from the WOOD!

MACGREGOR'S

V. O. S.

in 4 gallon casks.

Ideal for a Mess.

Caldbeck, Macgregor & Co., Ltd.

(Incorporated under the Companies Ordinance of Hong Kong)

PRINCE'S BUILDING.

Tel. CENTRAL 75.

FOR SALE.

PACKETS OF FOREIGN

POSTAGE STAMPS

NO TWO STAMPS THE SAME IN ANY PACKET.

PACKETS THAT WILL PLEASE YOU.

GRACA & CO.,

DEALERS IN POSTAGE STAMPS, GARDEN STREET, PICTORIAL POST CARDS, etc.

Tel. 973.

No. 10, WYNDHAM STREET.

P.O. Box No. 620 HONG KONG.

SPORTING.

GUNS by W. W. GREENER

WEBLEY and SCOTT, and Other

Makers—British, French and American.

R.E.A. Air Rifles, and Miniature Rifles, 20 Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all descriptions.

Agents for W. W. GREENER, Ltd., BIRMINGHAM.

HONG KONG SPORTING ARMS

AND AMMUNITION STORE,

4, BROMFIELD ARCADE.

The Sign of

THE

ADVERTISING

and

PUBLICITY

BUREAU

Alexandra Buildings.

The Advertising Agency

...that supplies Advertisers

with a Complete Service of

Original Copy, Ideas, and

Designs for Posters and

Blocks,

...that checks all insertions

in Foreign and Chinese

papers for its Clients,

...that has an unrivalled

and Extensive knowledge of

the best media for all classes

of Advertisers,

...that being independent,

can place all this know-

ledge and experience at the

free disposal of its Clients,

ensuring that the money

they spend on Advertising

will bring them the best

possible return.

Telephone Central 90.



JUST ARRIVED

A SHIPMENT OF

TUBORG BEER

Purveyors to
The Royal Danish Court.
The most popular Danish Beer
on the Market.

6 doz. pts. . . \$21.40 duty paid.

Sole Agents

GANDE, PRICE & CO., LTD.,

Wine and Spirit Merchants.

St. George's Buildings, No 2, Lee House Street,

Tel. Central No. 135.

Hong Kong.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement.

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
HONGKONG.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCKS—

Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SH (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships up to
8,000 Tons Displacement
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,
HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAKOOPOCK, HONGKONG."
TELEPHONE No. 212.
CALL FLAG: "C" OVER "ANG. PENYANG."

"HAZELINE" SNOW

Ladies find it the ideal non-
greasy toilet preparation.
Men use it after shaving
because it soothes and cools
the skin.

"HAZELINE" ROSE FROST

for those who need a touch of colour

Both in glass pots
All Chemists and Stores

BURROUGHS, WELLCOME & CO.
(Proprietors) The Wellcome Foundation Ltd.
LONDON, ENGL.

LONDON AND HONGKONG
All Rights Reserved

ITALIAN NAVAL POLICY.

NORMAL EXPANSION.

MUSSOLINI'S BARK WORSE
THAN HIS BITE.

That the great motives which lie behind Italian naval policy at the present time are causing a good deal of speculation, and possibly some little disquiet, is due more to the occasional dramatic declamations of Signor Mussolini and to the enthusiasm with which these are acclaimed than to definite evidence of any further purpose than a normal process of expansion. The seaborne commerce of Italy is growing steadily, and even on these grounds alone she can justify her naval policy. Her polite refusal to take any part in the conference upon limitation of armaments proposed by President Coolidge has been interpreted as symptomatic of her ambitious projects. This is one view. Another, and in our opinion a more likely one, is that she declined to acquiesce in the American suggestion because, as Mr. Macawber would have put it, "in short, she did not choose." Maybe she regards herself as still quite able to manage her own affairs in her own way. Signor Mussolini himself is Minister of the Navy Department, and his chief of staff is Admiral Acron, a direct descendant of one of Nelson's officers.

Nothing Sensational.

When all is said and done, and in spite of the schemes for various new naval bases in the Mediterranean, Italian naval policy, as expressed in terms of expenditure, certainly does not reveal anything sensational. In 1923-24 her Navy Budget was 550 millions of lire; in 1924-25 it was 925 millions of lire, and in 1925-26 it was 930 millions of lire. True, the Fascist Government has the power to increase expenditure on the Navy without any immediate control, but there is no reason for believing that it is doing anything in this way. The increase on military aviation since the Great War has been much more striking. In 1920-21 Italy's expenditure on her air service was about 55 millions of lire; in 1926-27 the figures had risen to 622 millions of lire, this latter total representing a jump of more than twenty per cent. on the estimates for the preceding financial year. From her strategical position Italy could employ aircraft in conjunction with her naval forces very effectively, and therefore her development of the air service must be associated pretty intimately with her naval policy generally.

The Fascist Fleet To-day.

What is the effective strength of the Italian Navy to-day? In capital ships she possesses five Dreadnoughts of the *Giulio Cesare* class and six older battleships of the *San Marco* class. Of light cruisers she has 18, including several of the latest and fastest type. Her destroyers number 64 and her submarines 48. Under the heading of "torpedo boats" she has no fewer than 620 craft, but the largest proportion of these are very small fry, suitable only for limited coastal service. During the current financial year she will add to her fleet the new cruisers *Trento* and *Trieste* (not altogether a conciliatory choice of names), eight destroyers of 1,200 tons, two going submarines, and eight flotilla submarines. The naval arm is to be increased to 300 seaplanes by the end of the year. It is a little difficult to draw an equitable comparison between French naval strength and Italian naval strength on account of the multiplicity of types and the question of apportioning a reasonable degree of relative fighting value amongst them; but Italy claims to have naval superiority over her neighbour, and at any rate this certainly cannot be disputed out of hand.

Can Keep Fleet Concentrated.

In one respect, of course, Italy is at a great advantage. She can keep the whole of her naval forces concentrated within comparatively easy distance of their home bases. France has big and

(Continued on next Column.)

PHILIPPINES AND CHINESE IMMIGRATION.

MEASURE TO PREVENT IN-
FLUX OF "RELATIVES."

VERNACULAR PAPER CALLS
FOR SINO-FILIPINO
ALLIANCE.

The first of a series of regulations designed to restrict Chinese immigration into the Philippines was issued this morning by Insular Collector of Customs Alden, says last Wednesday's *Manila Times*. The order requires every Chinese merchant residing in the islands who desires to go to China temporarily to transmit to the collector of customs of the district wherein his mercantile establishment is located, an application for readmission into the islands ten days prior to his departure. The application shall contain, among other things, data relating to the business of the applicant, and it must be accompanied by the affidavits of two witnesses who are not Chinese.

The principal object of the circular is to curtail as much as possible the present practice of Chinese residents in the islands going to their country for short periods during the year, and bringing upon their return here persons who are alleged to be members of their families.

In an editorial in its issue for yesterday, the *Man Ho Po*, local Chinese daily, calls on all Chinese residents in the islands to rally in support of the present liberty fund drive initiated by the Filipinos for the purpose of collecting funds for the independence campaign.

In one paragraph the editorial refers to the existing cordial relations between Chinese and Filipinos which "should be tightened more and more to the point that all Oriental peoples should unite and co-ordinate their ideas in defense of a common cause, the cause of liberty." The paper invited the Chinese to make a common cause with the Filipinos in the latter's fight for independence, giving their moral and economic support to the Filipinos in their fight against imperialism.

POLICY OF JAPANESE BANKS.

BUYING JAPANESE SECURITIES
ABROAD.

Japanese banks are actively buying Japanese securities in London and New York, the market authority giving 20 million yen as invested by them during the past ten days, says the *Japan Chronicle* of July 23rd. Japanese banks are interested in these securities owing to the large balances left unemployed in their vaults. The supply of first-class bills, which are considered as a good outlet for the surplus cash, has fallen off, and Government bonds available in the home market are not enough to meet the demand, from the investment in this class of paper being reduced, as those from bills disappointed.

It may be noted that in the short-loans market the day-to-day rate has gone below 1 per cent. (3.65 per cent.) and that for two months is barely held at 1.12 per cent. (4.39 per cent.).

widely scattered colonial possessions to guard. Italy's obligations in this respect are much more limited, much less disguised. On the other hand, two conditions which would immediately assume an aspect of the gravest importance must be borne in mind in contemplating the position of Italy in the event of a naval war. She is badly off for raw materials, and would very soon become dependent upon seaborne supplies. Here, at once, is a direct justification for her cruiser policy. Again, what would be the attitude of the Italian nation if it really came to a great naval war? Enthusiasm is volatile and speedily reacts. Maybe there would be a general expectation of support by British sea power, so as to ensure the transport of necessary supplies by sea, if nothing further. This is trenching upon an incalculable factor. It is impossible to detach even the most general reference to it from the questions as to what country or countries Italy would be warring with, and under what circumstances.

(Continued on next Column.)

THE NEW PRAYER BOOK.

BIG MAJORITIES IN CHURCH
ASSEMBLY.

FOUR BISHOPS AGAINST.

The revised Prayer Book has been passed by the Church Assembly. The voting was:

House of Bishops 34 4
House of Clergy 233 37
House of Laity 230 92

The four bishops who voted against were the Bishops of Birmingham, Norwich, Exeter, and Worcester.

At the opening of the debate in the great hall of Church House, Westminster, which was again thronged, an effort was made to postpone the decision.

Mr. J. Peacock, of Patricroft, Lancashire, who described himself as a Dehard, cradled, trained, and reared in the 1662 Book of Common Prayer, said that the laity had not had the matter properly before them. He said:

There is distrust and want of confidence in the bishops. There is the Bishop of Southwell, who is reported to have stated he would exonerate the telling of a lie for the purpose of saving somebody's life. Then there is the Bishop of London. He is so adorable that his picture has been hung in a convent in London near that of the Pope, and the sisters call him "Our Bishop."

Lord E. Cecil's Support.
"If this Book is rejected," said Lord Hugh Cecil, "no one proposes to make a clean sweep of the bishops. How can you conduct the business of the Church if you reject this measure? How is it possible for the laity to take the place of the Episcopate? How is it possible to avoid absolute chaos if you reject this plan for administering the doctrine and discipline of the Church? I deny that there is a word, a comma, a letter, in the deposited Book which is contrary to the Holy Scripture."

This Book is in accordance with the fine traditions of the Church of England," declared the Bishop of Gloucester. "We do not agree with everything in the Book, but it has in it what is the corporate voice of the Church, and it should be accepted loyally."

Canon H. A. Wilson (Cheltenham), speaking as an Evangelical, supported revision. With regard to the marriage service, could anything be more unsuitable than for a young married couple to be told what nobody believed that woman was created out of man. "If Canon Darwell Stone wishes to hold up Isaac and Rebecca as examples of conjugal bliss there is no reason why he should not do so," he said.

Bishop of Norwich.
An outburst of cheering greeted the Bishop of Norwich when he was called upon to speak, and a man in the body of the hall asked if such a thing as that was justified. "I hope," replied the Archbishop, "that no one in the gallery will show any feeling."

"I do not think by what has taken place that we need look to an increase of chaos and disorder," said the Bishop of Norwich. "I do not know that there is any fear in my heart. I simply think that I have been suffering from an attack of common sense. I can see no evidence that the Bishops will not change their minds yet again. The Book, I think, goes far beyond variety of taste. I do not regard it as an instrument of order. I deprecate this controversy coming to a sort of vote of confidence in the Bishops. It is bringing a matter of heaven down to earth."

After the luncheon interval the speeches were limited to five minutes, and it was stated that the session would sit later, if necessary, to take the division.

"We are not opposed to the Book as a whole," said the Bishop of Exeter. "I only disagree with the Communion Service. I cannot see why we could not divide the Book."

"Retrospect Step."
Mr. Samuel Roberts, M.P., said: "We are taking a retrospect step. One never thought 40 years ago that he would have to stand up and defend Protestantism in this country."

The conferences at which this question has been considered have been dominated by the bishops," said Mr. J. H. Higginson (Sutton, Surrey). "No," shouted several members. "What about Norwich?"

(Continued on next Column.)

BLUE FUNNEL LINE

SUMMER CRUISES 1927

To Shanghai, Taingtau, Wei-Hai-Wei, Taku
(for Tientsin & Peking), Dairen and
return to Hong Kong.

	"HECTOR"	"AENEAS"
	11,198 tons.	10,048 tons.
Leave Hong Kong	Aug. 28th	Sept. 28th
Arrive Shanghai	29th	Oct. 1st
Arrive Tientsin	31st	Oct. 3rd
Leave Tientsin	1st	Oct. 5th
Arrive Wei-Hai-Wei	3rd	Oct. 7th
Leave Wei-Hai-Wei	5th	Oct. 9th
Arrive Chefoo	7th	Oct. 11th
Leave Chefoo	9th	Oct. 13th
Arrive Taku Bar (for Tientsin & Peking)	11th	Oct. 15th
Leave Taku Bar	13th	Oct. 17th
Arrive Chingwangtao	15th	Oct. 19th
Leave Chingwangtao	17th	Oct. 21st
Arrive Dairen	19th	Oct. 23rd
Leave Dairen	21st	Oct. 25th
Arrive Taku Bar	23rd	Oct. 27th
Leave Taku Bar	25th	Oct. 29th
Arrive Wei-Hai-Wei	27th	Oct. 31st
Leave Wei-Hai-Wei	29th	Nov. 2nd
Arrive Tientsin	31st	Nov. 4th
Leave Tientsin	1st	Nov. 6th
Arrive Shanghai	3rd	Nov. 8th
Leave Shanghai	5th	Nov. 10th
Arrive Hong Kong	7th	Nov. 12th

For Further Particulars, Apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone Central 38.

U.S. GIRL STUDENTS IN LONDON.

WHIRLWIND TOUR OF BRITAIN AND CONTINENT.

LONDON, July 1st.

Thirty girl students from the United States arrived in London yesterday for a whirlwind tour of the British Isles and the Continent. Most of them are second-year students. Their arrival marks the beginning of an interesting experiment to bring about a greater co-operation and understanding between the young men and women of Britain and the United States.

During their stay here they will be under the care of the National Union of Students—the equivalent of the National Students' Federation in the United States. It is hoped that a similar party will go to the United States from Britain later in the summer. Here are some typical programmes:

To-day.
10 a.m.—Tour of the City by motor-coach, visit to Tower, Mansion House, and St. Paul's.
1 p.m.—Lunch at hotel.
3.30 p.m.—Meet at the National Union of Students.
4 p.m.—Garden party by invitation of Mrs. Gasque, at the Elms, Spaniards-road, Hampstead.
6 p.m.—Dinner at hotel.
Evening free.

Monday.
11 a.m.—Visit British Museum.
1 p.m.—Lunch at the Student Movement House, Russell-square.
4.30 p.m.—Reception by the American Ambassador.
10 p.m.—Reception and dance by Lady Beecham, 19, Grosvenor-square.

EXCHANGE.

CLOSING QUOTATIONS.

July 30th, 1927.

On London—
Telegraphic Transfer ... 1/11 1/2
Bank Bills, on demand ... 1/11 1/2
Bank Bills, at 30 days' sight ... 1/11 1/2
Bank Bills, at 60 days' sight ... 1/11 1/2
Right ... 2/0 1/2
Credit, at 4 months' sight ... 2/0 1/2
Documentary Bills ... 2/0 1/2
On Paris—
Bank Bills, on demand ... 1/23 1/2
Credit, 4 months' sight ... 1/21 1/2
On New York—
Bank Bills, on demand ... 43 1/2
Credit, at 60 days' sight ... 50
On Bombay—
Telegraphic Transfer ... 1/13 1/2
Bank Bills, on demand ... 1/13 1/2
On Calcutta—
Telegraphic Transfer ... 1/13 1/2
Bank Bills, on demand ... 1/13 1/2
On Batavia—
Bank Bills, at sight ... 1/13 1/2
Credit, 30 days' sight ... 1/13 1/2
On Yokohama—
On demand ... 102 1/2
On Manila—
On demand ... 87 1/2
On Singapore—
On demand ... 87 1/2
On Batavia—
On demand ... 124 1/2
On Hongkong—
On demand ... 98 1/2
Sovereigns, Bank's buying rate ... 99 1/2
Gold coin, 100 fine, per ton ... 25 1/2
Bar Silver, per oz. ... 25 1/2

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

MANILA ROPE FACTORY

ESTABLISHED 1834

ROPE OF ALL SIZES FOR ALL PURPOSES

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED.

FACTORIES—MANILA P.I. KING'S BUILDING. HONG KONG OFFICE: CENTRAL 3163. (A.P.S.)

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed, merry, hearted childhood. Ask your Doctor!

Glaxo

The Vitamin Milk Food

"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally, to taking more solid food. Obtain a tin where you buy Glaxo.

W. R. LOXLEY & CO., 5, LEADERS.



NORTH MANCHURIA AND WORLD TRADE.

JAPAN, BRITAIN, AND GERMANY, INCREASING THEIR INTERESTS.

ANOTHER RAILWAY PROJECTED.

As the Chinese Eastern Railway carries about 80 per cent. of the total foreign trade of the province of North Manchuria, a review of foreign trade based on the statistics of this railway will give an idea of the volume and development of this trade during the last few years.

The foreign trade moving by the railway for 11 years from 1913 to 1923 is expressed in the following figures, in 1,000 tons:—

Year.	Export.	Import.	Total.
1913	331.7	279.3	611.0
1914	533.7	277.6	811.3
1915	788.9	321.3	1,110.2
1916	680.4	332.6	1,013.0
1917	1,042.0	348.3	1,390.3
1918	774.1	231.7	1,005.8
1919	713.2	270.7	983.9
1920	1,006.1	253.2	1,259.3
1921	1,360.8	338.4	1,699.2
1922	1,570.4	384.3	1,954.7
1923	1,794.5	449.6	2,244.1

From the above figures it will be seen that export plays the principal rôle in the foreign trade of the province, and that the increase in exports develops firmly. The slow growth of imports in recent years is explained largely by the reduced shipments from Russia, due to the disorganisation of Russian trade and industry that occurred during the war and revolution years, and this trade has not revived. The foreign trade of North Manchuria follows three lines of communication—with Russia over the land borders and with other countries by the ports of Dairen and Vladivostok, but with the great decrease in trade with Russia practically the whole of the foreign trade now moves by the two ports.

Rivalry With Vladivostok. Ever since the surrender by the Russians of their rights in South Manchuria to the Japanese there has been rivalry between these two ports for the trade of North Manchuria. The very good position held by Vladivostok, approximately 70 per cent. of the total trade, was gradually lost during the war years, when the port was solely engaged in receiving and dispatching war materials. Trade dwindled away to nothing after the Revolution and during the civil war, due to the distrust of Russia by foreign and Manchurian merchants, and only during recent times has Vladivostok been able to regain that part of the trade which rightly belongs to it, and the division of trade now amounts to about 40 to 60 per cent. in favour of Dairen.

The principal weapon in this rivalry is freight tariffs. The distance from Harbin to Vladivostok is about 490 miles, and from Harbin to Dairen about 100 miles more, and generally the freight tariff from Harbin to Vladivostok, plus extra charges, are lower than those from Harbin to Dairen. There is the added disadvantage to Dairen of cargoes having to be transhipped from broad-gauge to narrow-gauge wagons at station Changchun. This advantage of Vladivostok is reduced to a certain extent by the higher cost of handling charges at Vladivostok in comparison with Dairen; nevertheless, the total cost for the majority of cargoes from Harbin to Vladivostok is lower than via Dairen.

Another disadvantage to Vladivostok has been that Dairen is a regular port of call for many ocean-going lines, whereas Vladivostok, being off the beaten track, has had no regular service of steamers, vessels only calling there when specially chartered for export cargoes, so that the regular small importers and exporters have had to rely on the facilities of Dairen. This, however, is now changed, as Vladivostok has two regular services from Europe in the Glen Line and the Holland-East Asia Line, the latter having an agreement with the Russian Usuri Railway for through transit traffic on through bills of lading from European ports of call to all stations on the Chinese Eastern Railway. It only now remains for Vladivostok to complete an arrangement for a regular service to and from American ports.

Customs Difficulties. Shipments via Vladivostok have been hindered by Customs difficulties, but with the opening of the free transit zone of Vladivostok port in May last year these difficulties have been eliminated, and much has been done to regain the confidence of importers and exporters in this route. The advantages of the Vladivostok route have caused much concern to the Japanese, who have decided on a large outlay of capital for the construction of the Toosan-Tsitsikar Railway which will connect the Chinese Eastern Railway with the South Manchuria Railway by means of the Sipinghai-Tsitsikar Railway, thus tapping the very rich Tsitsikar-Anda district, and incidentally cutting out the transshipment of cargoes, at present necessary with goods moving south by the South Manchuria Railway.

The table shows that exports lead in the foreign trade of the province, and Manchuria being an agricultural country, the principal items of export are cereals and vegetable oils. In rough figures the quantities of these products exported during the season just closed, via Vladivostok and Dairen, are as follows:—

	Vladivostok.	Dairen.	Total.
Cereals	700,000	80,000	780,000
Vegetable oil	25,000	5,000	30,000

The total exports of the province in 1923 amounted to over two million tons, 87 per cent. of which was carried by the Chinese Eastern Railway, 83 per cent. of the railway's share being represented by cereals and agricultural products. The second place is occupied by lumber, which in 1923 accounted for approximately 10 per cent. of the total export freight carried by the line.

Mongolian Exports.

In recent years measures have been taken to attract Mongolian export traffic to the Chinese Eastern Railway and these efforts have met with some success. Among the cargoes exported from Mongolia might be mentioned sheep wool, camel hair, hides, horsehair, animal products in general, and furs. The Chinese Eastern Railway services as a route for import cargoes from overseas to Outer Mongolia. Japan occupies first place in the foreign trade of North Manchuria, taking practically the whole output of bean cakes from the oil mills, the major portion of Manchurian beans and lumber, and considerable quantities of wheat, bean oil, raw animal products, wool, bristles, and hides. In return the imports consist of considerable quantities of all kinds of manufactured goods, for which Manchuria is a big market, as, being an agricultural country, there is little or no industrial enterprise.

Next comes the Chinese territories, principally South Manchuria and the Shantung industrial district, which buy beans for the oil mills, wheat, bean cakes, bristles, wool, etc.

Great Britain occupies first place amongst the European countries, buying considerable quantities of beans, bean oil, wool, bristles, horsehair, etc. The Scandinavian countries also import large quantities of Manchurian products. America plays a small rôle in the export trade of the province, being interested only in wool, hides, and furs.

The figures for import cargoes show that imports take a small place in the exchange of foreign trade of North Manchuria. According to the Chinese Eastern Railway statistics for 1923, that railway carrying the major portion of the total imports; imports were only 18 per cent. of the total freight carried by the line. This trade is, however, gradually growing, having increased from 250,000 tons in 1913 to over 500,000 tons in 1923. The principal articles of import are coal, salt, mineral oils, fruit, piece goods, sand, sugar, jute bags, iron and steel, machinery, and various manufactured articles of which the large Chinese population are consumers.

American Goods too Dear.

As with exports, Japan occupies the first place in the import trade; then come Germany, America, England, and the Scandinavian countries. During the war America appeared on the North Manchurian market with large quantities of machinery, metal goods, preserves, footwear, piece goods, electrical supplies, hardware, wines, paints, etc., but as a result of the high American prices and complaints as to inferior quality as compared with German goods, German manufacturers are gradually regaining their former position, and are slowly driving out American goods.

Goods of British manufacture have a name for high quality, but are of high price; nevertheless, small quantities of textiles, machinery, tools, and other hardware are imported. German manufacturers import quantities of agricultural machinery, technical machinery, iron and steel, rails, wire, nails, electrical supplies, tools, and general hardware and small-wares. The Netherlands Indies supply fairly large quantities of sugar. France contributes, principally, perfumes, wines, small-wares, piece goods, and preserves.

The foreign trade turnover for the province of North Manchuria for the past few years can be calculated, with certain fluctuations, at approximately 150,000,000 American dollars annually. This trade is practically divided equally among exports and imports, the former showing a certain excess over the latter.

"THE MERRY WIDOW."

A RETURN RUN AT THE QUEEN'S THEATRE TO-DAY.

Voted first place by Hong Kong cinema-goers in the recent ballot, "The Merry Widow" comes to the Queen's Theatre to-day for a second run. That the picture will again draw crowded houses there can be no doubt. The story of "The Merry Widow" is well known and the waltz is as fresh to-day as it was when the play first leapt into fame. The film itself is a splendid piece of work. Produced by Erich Von Stroheim, it has all the colour and movement of a superb pageant. The acting is of a high standard. Mae Murray is in the title rôle and John Gilbert plays Prince Danilo with his usual dash and vivacity. Roy D'Arcy is excellent as the detestable Crown Prince, and the other rôles are all filled with ability. Staging and filming are of the highest order, and the picture requires only the music of the Queen's Orchestra under Mr. Grovini, who does full justice to the famous waltz, to represent a truly delightful entertainment.

OUR CABARET COMPANY.

Further details are announced in our advertising columns to-day of the revues to be presented in the Star Theatre by the new Our Cabaret Company which opens its season in Kowloon next Saturday. The first piece to be presented is "Cocktails" on Saturday and Sunday, August 5th and 7th. This will be followed by "Snappy" on Monday and Tuesday, August 8th and 9th, "Our Cabaret" on Wednesday and Thursday, August 10th and 11th, and "Tally Ho" on Friday and Saturday, August 12th and 13th. Booking is now open at Messrs. Moutrie and the Star Theatre at \$3, \$2 and \$1.

"THE PEOPLE v. NANCY."

A story of the underworld of a great city and a woman's love describes "The People v. Nancy Preston," which will be screened at the World Theatre to-day and to-morrow. The leading rôles are filled by Marguerite de la Motte and John Bowers. Nancy Preston, beautiful and spirited, but with a past she seeks to live down for the sake of the man she loves, is wrongfully accused of a murder, but after an alley gun-fight in the heart of the Bowery, a court battle, a prison escape through sewer and river—the truth is at last revealed.

POLA NEGRI AS COMEDienne.

The feature of Pola Negri's latest Paramount success, which is showing at the Star Theatre to-day and to-morrow, is that it reveals the fascinating emotional actress as a comedienne of considerable ability. As a countess disappointed in love, who goes to America to forget, and turns a small town community topsyturvy, Miss Pola Negri has ample opportunity to display the alluring, exotic side of her personality. But there are other moments in the picture when she proves her skill in playing light comedy. The story of "A Woman of the World" lends itself to all these moods, for it offers both comedy and drama. Produced by one of the younger directors, Mr. Malcolm St. Clair, "A Woman of the World" represents a picture of capital all round interest.

BOGUS AUCTIONS IN ENGLAND.

FAKED ANTIQUES AND PICTURES SWINDLE.

Frauds are being perpetrated on the public on an increasing scale by the type of "auctioneer" who specialises in "rigged" sales of household property. These rogues of the sale-room have not only increased in number in England, but their individual operations are now being conducted so extensively that the police in several of the worst affected areas have consulted the Home Office with a view to criminal proceedings.

The organisers of the fraudulent auction sales are mostly dealers in faked antiques, rubbishy furniture, and spurious pictures. Their method is to secure the use of a vacant house in a country place or a suburb from a property agent for a week and to stock it with practically worthless furnishings. Buyers are attracted from surrounding towns by flamboyant advertising announcements and elegant catalogues.

Mr. John Stevenson, secretary of the Incorporated Society of Auctioneers and Licensed Property Agents, Finsbury Square, E.C., says that "reputable auctioneers are seriously alarmed at the activities of the impostors."

QUEEN'S THEATRE REVIVAL NIGHTS

The picture everyone wants to see again

ERICH VON STROHEIM'S

Brilliant Screen Version of the Famous Stage Success

THE MERRY WIDOW

with

MAE MURRAY and JOHN GILBERT

In

The Leading Roles

TO-DAY AND TO-MORROW ONLY

at the

QUEEN'S THEATRE

Starting Promptly at

2.30, 5.10, 7.15 and 9.20.

Increased Prices.

Increased Prices.

The accusing finger of the law!

Is It Always Right?

DRAMA—MYSTERY—THRILLS

THE PEOPLE

Vs.

NANCY PRESTON

Marguerite de la Motte and John Bowers in an appealing story of the underworld.

WORLD TO-DAY AND TO-MORROW at 5.15 and 9.20 only.

MORE BEWITCHING THAN EVER

POLA NEGRI

IN

A WOMAN OF THE WORLD

The story of a countess who fled from Paris to an American small town to heal a wounded heart and the adventures, amusing and dramatic, she encountered.

STAR TO-DAY AND TO-MORROW ONLY Continuous from 2.30.

ARTIFICIAL ARM "MIRACLES."

MAN WHO WILL AMAZE PIGMIES

A young Scotsman who lost an arm during the war and who accompanies Mr. Alexander MacDonald, the explorer, on an expedition to New Guinea in search of a pigmy race, hopes that his artificial limb may be of value in dealing with the superstitious head hunters.

"I am regarded by the natives of New Guinea as a White Sorcerer," Mr. MacDonald told a Sunday Chronicle reporter recently. "I expect, with the aid of my young colleague's artificial arm we shall be able to convince the superstitious natives that he is also a sorcerer worthy of their respect."

"He will dip it into boiling water to show that he is impervious to pain, will unscrew parts of it and then replace them. 'I expect wonders such as these will be talked about for years by the natives.'"

A NEW DISEASE

NERVOUS DEPRESSION CAUSED IN THE WAR

PARIS. The origin of the marked difference between the discontent and nervousness of the present generation and that of our fathers and grandfathers has been discovered by Dr. Blairol, a French medico well known in the Ardennes region. This marked difference, he says, is due to a new disease, which he calls nervous depression.

"It is the outcome of the strain of the long years of war. After the examination of thousands of cases," says Dr. Blairol, "I have established the symptoms of this disease," he claims. "One of the most curious effects of the disease is that in people who are severely afflicted it results in a lengthening of the stomach. In certain cases the lower extremity of the stomach was anything from five to ten, and in some cases as much as 15, centimetres below the normal."

THEATRE ROYAL

A. STROK presents

BENNO MOISEWISTCH

THE WORLD RENOWNED PIANIST.

SATURDAY, AUGUST 6th at 9.15 p.m.

VARIED PROGRAMME

MONDAY, AUGUST 8th, 9.15 p.m.

CHOPIN RECITAL

BOOKING NOW OPEN AT MOUTRIE'S

Prices: \$4, \$3, & \$2.

OVER HALF A CENTURY REPUTATION FOR DR. LECLERC'S PILLS FOR THE CURE OF ALL DYSPEPSIS, INDIGESTION, COLIC, GRASS, RACIAC, GOUT, RHEUMATISM, NEURALGIA, MIGRAINE, AND ALL THE AFFECTIONS OF THE DIGESTIVE SYSTEM. DR. LECLERC'S PILLS ARE THE ONLY REMEDY FOR ALL THESE AFFECTIONS. DR. LECLERC'S PILLS ARE THE ONLY REMEDY FOR ALL THESE AFFECTIONS. DR. LECLERC'S PILLS ARE THE ONLY REMEDY FOR ALL THESE AFFECTIONS.

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, July to December, 1926. WITH INDEX. PRICE—\$7.50. On sale at the Hong Kong Daily Press Office.

THEATRE ROYAL

WEDNESDAY, AUG. 3RD

AT 9.15 P.M.

THURSDAY, AUGUST 4TH

AT 9.15 P.M.

100TH CONCERT

OF THE WORLD FAMOUS VIOLINIST

JOSEF BORISSOFF

ACCOMPANIST: MR. WILLY REIMANN

BOOKING NOW OPEN AT ANDERSON'S.

PRICES: \$4, \$3 AND \$2.

[5166]

THERE'S A LONG LONG TRAIL

of Bugs, Fleas, Flies, Beetles, Mosquitoes, & etc., all killed by

KEATING'S

MADE IN ENGLAND

DON'T
GET
WET
Get a

"MACNOVA"

Light weight
Intensely strong
Thoroughly and well made
and

GUARANTEED WATERPROOF
\$35.00

OTHER QUALITIES
\$21.00 \$40.00 \$45.00.

We allow 10% discount for cash

MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building. Des Vaux Road.



THE TYPEWRITER

that interested

H.M. THE KING

The

"IMPERIAL" TYPEWRITER

is now on sale in Hong Kong.

Not only because it is

BRITISH

but because it is
CHEAPER and BETTER.

Every Firm interested in
EFFICIENCY and ECONOMY

should call and inspect this wonderful
new machine for themselves

Sole Agents:

T. E. GRIFFITH, Ltd.

6, Queen's Road Central.

Tel. C. 3517.



SOLE AGENTS:
GANDE, PRICE & CO. LTD.
HONG KONG.

THE RATES STRUGGLE AT SHANGHAI.

EXHORTATIONS TO CHINESE TO PERSIST IN
REFUSAL TO PAY.

SUIT SUGGESTED AGAINST COUNCIL.

Advertisements continue to appear in the Chinese newspapers urging the Chinese residents of the Settlement to refuse to pay the increase in the Municipal rates and announcing that a settlement had been reached between the Chinese and the French Municipal authorities regarding the increase in the rates in the French Concession, says the *North China Daily News* of last Monday.

There were also numerous letters in the papers telling of the action of the police in picketing those shops which refused to pay the increase.

The advertisement opposing the increase urged all shopkeepers to persevere to the bitter end in holding out against the authorities. It advised those shops which were picketed by the police to hold out and to remain quiet until a satisfactory settlement was made. It further announced that those shops which were forced to suspend business should bring damage suits against the Shanghai Municipal Council and that in the meantime they would get indemnification from a public fund raised for that purpose.

Regarding the settlement with the French authorities, the advertisement stated that the Chinese members of the French Municipal Council and the advisory committee of that body had been selected by ballot by the ratepayers of the Concession and that these had met and agreed that in addition to the 12 per cent. Municipal tax a special two per cent. tax should be collected for six months, between July and December. All ratepayers were notified to pay the tax as arranged.

To Hold Out to Bitter End.

In the meantime, numerous meetings are being held by the various street unions, the Chamber of Commerce, and various public organizations, at which the increased rates are discussed. The Federation of Street Unions met on Saturday at their offices at 61, Nanking Road, and elected a committee to go personally to General Huang Fu, the Mayor of Shanghai, and request him to protest against the compulsory assessment and collection.

The columns of the Chinese newspapers were well filled with letters from many of the shops which the police are picketing, these mentioning the disgrace to which they have been subjected, and announcing that they intend to persevere to the bitter end in working for their national rights. In one or two cases the shops have called in the free legal advice offered by the Chinese Ratepayers' Association and these have written letters to the Municipal Council stating, among other things, that the Settlement authorities by their action are causing a breach of the friendly relations with the Chinese. Several letters are published also which were purported to have been written by the shopkeepers to Mr. Quo Tai Chi, the Commissioner for Foreign Affairs.

Alleged Statement by Quo Tai Chi.
The Chinese Ratepayers' Association, according to the Chinese papers, has addressed a letter to the Chinese Bar Association suggesting that the latter association should form a committee to study the legal aspects of the situation so that the whole world may be informed of the Council's "illegal methods" and that legal action may be taken against it.

A *Shun Pao* reporter interviewed the Commissioner of Foreign Affairs, Mr. Quo Tai Chi, who said that the refusal to pay taxes was governed by the civil laws and that the Council should have taken action against those who refused to pay in the Provisional Court, which is the "only organization in the Settlement which can pass judgment on Chinese citizens in such a matter, instead of sending Chinese and British police to enforce payment of the tax and compelling shopkeepers to shut their doors. This action should cease immediately and representatives on both sides should meet to discuss a way out of this very perplexing situation, he said.

Chinese and foreign leaders are still hoping to effect a compromise on the question of increased rates, which has led to renewed agitation against the Shanghai Municipal Council. The Chinese Ratepayers' Association has utilized the increased rates to raise anew the question of representation on the Council. They have instructed Chinese ratepayers through the Chinese General Chamber of Commerce, the street unions and kindred organizations to refuse to pay the increased rates until the Council has agreed to their demands with regard to representation.

Three Chinese Representatives.

The Council has already agreed to three Chinese members of the Council, but the Ratepayers' Association has refused to elect the three men and the Chinese officials have not appointed them. In the early discussions of the question between the Council and the Chinese Ratepayers' Association, the representatives of the latter demanded what was tantamount to a majority of the Council and to control of finances, police and other municipal agencies. All discussions proved futile, as the Chinese representatives would not deviate from their excessive demands, because they expected that as soon as the Council attempted to collect the increased rates, a general strike would follow and the Council would be forced to capitulate to them. As a matter of fact, there were considerable politics in the whole matter, certain elements of Chinese hoping to become important factors in the current political situation because of this fight.

When all negotiations failed, the Council determined to collect the new rates according to schedule. It is interesting to note that Dr. C. T. Wang, chairman of the Chinese Ratepayers' Association, left Shanghai for Nanking and Chengchow at about the time that the Council began collecting the new rates.

Many Have Paid.

A large number of Chinese ratepayers have paid the new rates without question. Certain shops, banks, hotels and particularly saucy shops have declined to pay with the result that the police have closed the doors, withdrawn licences, guards and revolver permits. In the case of banks, the Council's attitude has been that it is impossible for them to demand extra protection, beyond ordinary police protection, when they refuse to pay their rates. These banks, therefore, have forfeited special guards, the right to keep arms on the premises and other extraordinary privileges. In the case of hotels, they have been closed and the guests have been forced to depart.

It is understood that the Council does not waver from the principle which has already been established, that Chinese should have representation, although there is divided opinion among foreigners as to the number of representatives. But there is no divided opinion that the two subjects, namely, that of representation and increased rates, must be kept separate. For the question of representation involves a constitutional change of the Settlement, while the Council has the right at the present time to increase its rates under the existing regulations governing it. Furthermore, foreigners feel that the question of the existence of the Settlement is involved and that an attempt is being made here, as it was made at Hankow and Kiating, to change the status of the Settlement, not by negotiation, but by mob rule.

Responsible Chinese and foreigners are seeking a compromise to avoid an unnecessary clash of interests and to prevent an infringement of the peace of the Settlement. Already a compromise has been reached in the French Concession, based upon a slight increase in Chinese representation, while the Chinese agree to pay the increased rates. It is anticipated that some similar compromise will be reached in the International Settlement before long, now that the agitation element has proved its inability to accomplish anything.

CONQUERING SPACE.

U.S.A. TO MANILA BY AIR.

JOURNEY FROM BUENOS AIRES TO DUBLIN PROJECTED.

WASHINGTON, July 22nd.

Lieutenants Maitland and Hegenberger, addressing a farewell banquet in their honour, predicted the early inauguration of an air mail service between the United States and the Philippines via Honolulu, says a *United Press* message in the *Manila Times*.

The two fliers, noted for their successful flight to Honolulu, departed for Boston after four days of unbroken receptions, banquets and honours. Their prediction of an air service to Manila aroused intense interest in official circles where this possibility has received only scant attention.

Distances Feasible.

Numerous possible routes for trans-Pacific aviators have been suggested, but that which has received most attention would be from San Francisco to Manila by way of Honolulu and Guam. A flight by this route might be accomplished with landings only at points under the American flag. The distances are quite feasible with present types of machines, and with the exception of the San Francisco-Honolulu leg could be shortened by landings at intermediate points.

A possible route for trans-Pacific fliers from the Pacific Coast to Manila would be as follows: San Francisco to Honolulu, 2,091 nautical miles; or Los Angeles to Honolulu, 2,228 nautical miles.

The shortest navigation route from Honolulu to Guam would be 2,327 nautical miles, but there are two intermediate points where landing might be made. The aviator might proceed, for example, via the Midway Islands, in which case distances would be: Honolulu to Midway, 1,240 nautical miles; to Midway to Guam, 2,301 nautical miles.

Stop at Wake Islands.
About halfway between Midway Islands and Guam lies Wake Island, also under the American flag. There are no people on Wake Island, and there is said to be no fresh water there, but the place might be supplied in advance or the island might be noted by a prospective aviator merely as a possible stopping place in case of an emergency. Wake Island is somewhat to the south of the air-line from Midway to Guam.

The shortest navigation route from Guam to Manila via San Bernardino straits, is 1,501 nautical miles, an easy hop for a modern plane. It would be somewhat shorter by air-line. Somewhat to the south of the line lies the island of Yap and also the Pelew Islands. The distances given indicate that the first hop from the Pacific Coast to Honolulu would be the longest trip, unless the aviator projected a non-stop jump from Honolulu to Guam.

FROM BUENOS AIRES TO DUBLIN.

BUENOS AIRES, July 22nd.

The first air journey across the Atlantic from Buenos Aires to Europe will be made in September. It is announced that Hubert Ellis will pilot a flight to Dublin sponsored by Irish residents and descendants of Irish in Argentina.

Ellis's flight will be a pioneering venture because all previous flights have been from a point in Africa to Brazil.

The venture will cost \$75,000 and this amount has already been raised by subscription. There will be two pilots: Ellis, serving as mechanic as well as pilot. They will fly a Dornier-Wal hydroplane equipped with a Lorraine-Dietrich motor. The machine is virtually the same as that used by Commander Ramon Franco, the Spaniard, who flew from Spain to Argentina.

Ellis is a civilian born in Argentina of Irish parentage. He is one of the best known fliers in the Republic. The total distance of the flight to Dublin will be over 12,000 kilometers.

NEW VICTOR RECORDS TO-DAY

S. MOUTRIE & CO., LTD.

DURHAMS AND GLOUCESTERS
LEAVE SHANGHAI.

A WONDERFUL SEND-OFF TO THE TWO
POPULAR BATTALIONS.

UNFORGETTABLE SCENES AT THE WHARF.

To the strains of "Auld Lang Syne," H.M. transport *Karmala* glided majestically from her berth at the Old Ningpo Wharf shortly after 4 o'clock on Saturday afternoon (July 23rd) with the 2nd Battalion the Gloucestershire Regiment and the 2nd Battalion the Durham Light Infantry on board en route for India.

The two battalions arrived in Shanghai from India on the transport *Fama* and *Takliwa* on February 12th last, and were the first British troops to arrive here for the protection of life and property. Both battalions are part of the 9th (Thames) Infantry Brigade.

Hundreds of friends and acquaintances were on the wharf when the vessel slipped her moorings, and scenes unprecedented in Shanghai were witnessed prior to the departure of the transport.

All Visibly Affected.

As the last "good-byes" were exchanged between the soldiers and their friends and round about of rousing cheers were given, tears coursed down the faces of the women as they tried to smile; men were visibly affected and cheered themselves hoarse in the endeavour to hide their emotion.

The reason for such a demonstration is not hard to seek. These troops were here in time, they were the first British to arrive here and their presence most certainly saved Shanghai from a fate which makes one shiver to contemplate.

All these things were uppermost in one's mind on Saturday as this fine body of young manhood crowded the ship's deck, off to do the government's bidding in another foreign land.

Those who have never witnessed the departure of a troopship, with the hundreds of khaki-clad men lining the vessel's rails, cannot properly realize the sadness which assails the body of friends assembled to say good-bye. Such was the scene on Saturday. Girls laughed hysterically, while brushing away tears which would not stop; older women just stood and looked and looked, occasionally smiling and seemingly unable to about their last good-byes as the ship moved slowly away. The climax came when the band on *Edvard* struck up "Auld Lang Syne." This was the moment when one experienced the full gamut of human emotions, when tears flowed unceasing and uncontrolled; men swallowed hard, coughed and passed hands; remarks to each other in order to measure to control their feelings. It was at this time one realized that although the departure had been in our midst for only five months, they had made many sincere friends. Then, as the music stopped, all burst into frantic cheering, handkerchiefs and flags

were waved and the transport slowly disappeared from sight on her way to India.

Taking on the Baggage.

During Saturday morning the wharf presented a scene of the greatest activity. The Gloucesters felt their billets at Hongkew at 8:30 a.m. and in full marching order marched to the transport via North Szechuen Road, Soochow Road, Honan Road, Nanking Road, The Bund and Broadway. Cheering crowds lined the route. The Durhams who were billeted at Yangtse-poo marched off at 7:30 a.m. and both regiments arrived at the wharf at 8:45 a.m.

The heavy baggage and paraphernalia, which must necessarily accompany a regiment, had been put on board during the preceding days and only the men's packs and odds and ends remained to be stowed away for the voyage. Working in their shirt sleeves in the hot sun, the troops soon dealt with all that had to be done.

First of all, rifles were passed from man to man until all were deposited in the transport's armory, then each man carried his pack on board and shortly after mid-day everything was in readiness for the voyage.

An Evoyeur from Air Force.

At 10:45 a.m. two aeroplanes from No. 2 A.C. Squadron, R.A.F., whose base is at the Race Course, arrived over the ship and wharf, and for an hour carried out the most striking evolutions. This was the Air Force's way of saying good-bye. They nose-dived, perpetrated the "falling-leaf" drop, and at times flew so low that they were only a few feet above the masts of the ship. They swooped down over the river to within a few feet of the water and then with an enormous and deafening roar rose gracefully to a great height to indulge in further evolutions. At 11:45 a.m. the planes flew low over the transport and with the greatest accuracy dropped steamers composed of the Royal Air Force colours on to the deck. They then rose and flying high circled the transport once more and then returned to the Race Course.

During the afternoon, as the sailing hour drew near, the bands of the two regiments played popular selections and the men sang the choruses with great gusto.

At 4 o'clock the gangways were removed, the ship's whistle gave three long blasts, and bands played "Auld Lang Syne" and officers and men secure in the knowledge that their duty had been thoroughly and efficiently done, commenced their voyage to another foreign land further to serve their King and country.—N.C.D.N.

U.S. AIR EXPRESS.

A *United Press* message to the *Manila Times*, dated San Francisco, July 22nd, states:—The first trans-continental passenger air service will be started between August 15th and September 1st.

The American Express Company issued a statement saying that an air-express line between San Francisco, New York and Boston

would be started at that time and that bookings for passage could be made immediately.

The time required for the complete journey will be 30 hours with landings at Los Angeles, Salt Lake City, Dallas, Kansas City and Chicago.

Other landing stations will be designated later as facilities are provided. The planes will carry mail and light packages.

Passage by air will reduce the time by 72 hours. Rates will be somewhat in excess of the present railroad fare.

THE NANKING OFFICIALS.

DO NOT TAKE UP OFFICE IN CANTON.

THE LUXURY TAXES.

SUSPENSION OF BUSINESS AS A PROTEST.

[FROM OUR CHINESE CORRESPONDENT.]

General Chien Ta Chun, field commander of the "anti-Red" troops along the Hunan-Kiangsi-Kwangtung borders, a pro-Chiang Kai Shek follower in the present Chinese politico-military muddle, is further strengthening his position by enlisting all local militia in the Northern Districts under his service. General Chiang's status in Kwangtung is being maintained by General Chien, despite the attempt of his enemies to undermine it.

Only two officials appointed to Canton by the Kuomintang Central Executive Committee at Nanking saw fit to assume office in Canton yesterday. Under circumstances already mentioned in earlier reports, many commissioners-designate will not, and cannot, take up their new posts without further negotiation with the power actually ruling Canton to-day.

Canton Authorities are still carrying on an active campaign against the "Reds." In addition to a score arrested at a club on the West Bund, Canton, on Sunday night, several more were taken early on Monday morning by secret service men of the Party Headquarters. According to reports, the "Reds" have meeting places at Wonghsa, Pootung, Fongtsuen, Ap-ton-kwan, Pachow, Shaioo, and other places.

Troops around Wu-hua, in Eastern Kwangtung, have mutinied, and they are being influenced by the "Reds" to denounce Generals Chiang Kai Shek and Li Tsai Hsin as militarists who are no better than Marshal Chang Tso I'u.

Canton hears that Colonel Hu Yin Yuan, who is on a mission to Hunan on behalf of General Li Tsai Hsin, the principal military power in Canton, has been detained by army authorities in Shanghai.

Mr. Goo Ying Fang, acting Kuomintang Minister of Finance and concurrently Commissioner of Finance in Kwangtung, is still absent from the Southern Capital, and he may not return to Canton until the question of the luxury tax is finally settled. All Canton merchants are opposing the tax, and a forced withdrawal of the tax by the Ministry will mean a "loss of face" to the Minister, who is the strongest advocate of it. There will be a mass parade and a suspension of trade on Wednesday as a protest against the new impost. A joint petition will be handed to the Kuomintang asking for the abolition of the tax.

Ricksha coolies appear to have chosen the end of July as an opportune time for creating trouble.

In addition to the rioting in Hankow and Shanghai, Canton's ricksha coolies on Saturday had a great struggle for the possession of their union headquarters. The Authorities say that they will recognize only one union, but there are two unions in the field.

"TSAT CHEH."

A PRETTY CHINESE LEGEND.

THE OBSERVANCE OF "MAIDENS' DAY."

In the dreamy past, some thousand years ago, a pretty and romantic legend was given to the world by China. The Chinese in those far off days were not disturbed by mundane affairs and they often occupied themselves by contemplating the beauty of nature and the skies.

Europeans may have gone about the last few days admiring multi-coloured and pretty little paper dolls which are being exhibited at all joss paper shops, and wondered why and for what they were made. A glance at the Chinese calendar will tell us that the "double seven" falls on Thursday, and it is a day when all Chinese maidens will honour their patron Tsat Cheh.

"Maidens' Day," as it has come to be called, falls annually on the seventh day of the seventh moon and has a very pretty and romantic legend attached to it. Tsat Cheh was the seventh daughter of Tien Wong, the heavenly king. She was very pretty and industrious, and, according to Chinese astronomy, she formed one of the twenty-eight most brilliant stars being in fact the brightest of them all. Next in splendour is the Cow Star. This heavenly cow is not unlike the earthly ones, for she is attended by a cow-herd, in the form of a smaller star.

Tsat Cheh, in all her splendour, attracted the humble cow-herd, who fell deeply in love with her. The love was reciprocated for the cow-herd was a dashing Adonis, and Tsat Cheh found it very hard to maintain a correct hauteur when the poor but delightful cow-herd courted her. This love affair went on for sometime, quite unknown to Tien Wong, father of Tsat Cheh.

Realizing that there was no hope of gaining the consent of the heavenly King, Tien Wong, her father, Tsat Cheh eloped with the young cow-herd. The old man foamed and bellowed when the news of his daughter's escapade was made known to him. After some time, however, his paternal feelings predominated and he pardoned the youthful couple.

The legend should have ended there, with the young lovers happy and loving each other ever afterwards, but Tsat Cheh was unlucky enough to bring down her father's wrath upon herself once more. She was a very industrious girl before her marriage, but connubial bliss seemed to have made her lazy. She neglected her weaving and spinning when she should have worked all the harder at the loom now that she had become the wife of a poor cow-herd.

Tien Wong, her father, was very angry with her and as a punishment, banished her to the other side of the Silvery River. She was only permitted to visit her husband once a year on the seventh day of the seventh moon. On this day, the heavenly king, Tien Wong, ordered all the ravens from the four corners of the world to form a bridge across the Silvery River for Tsat Cheh to cross for her brief reunion with her husband.

Since this legend was given to the world by a Chinese astronomer who lived in the T'ang Dynasty, all Chinese maidens have adopted Tsat Cheh as their patron goddess. On this day, they will pray to her and offer sacrifices in the shape of rice, fruits and wine to appease the wrath of Tien Wong against his daughter. They also pray that their married life may not be so tragic as the poor little goddess's.

This legend is faithfully reproduced in paper and can be seen at Sincere's Roof Garden and at the Lee Gardens. In smaller size it can also be bought at all joss paper shops.

CORRESPONDENCE.

THE SINGAPORE BASE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Coming, as it does, at a time, when, in the absence of a panpharmacum, Japanese statesmen and others seem only too anxious to hulk hysterical jeremiads at Britain's policy regarding the Singapore Base, your singularly sober-minded reply to Mr. Ito Masanori may be regarded as a most refreshing contribution to contemporary opinion upon this much discussed, and oft misinterpreted subject.

In the discussions at Washington it was clearly understood that Singapore was outside the region to which the "self-denying ordinance" not to establish or develop bases applied. In accordance with the Washington Treaty, Great Britain has ceased to develop Hong Kong, but Japan has not been precluded from developing a base on her mainland, nor the United States from strengthening her strong defences on the Panama Canal, in the Hawaiian Islands, or on her mainland; in face of incontrovertible proof to the contrary, this line of criticism has been perforce abandoned. As to the League of Nations, Great Britain and the Colonies could not co-operate against wanton aggression unless she has some force to give effect to that policy.

The point which Japanese and some jingoists fail to realise is that from Britain's point of view the essential importance of the Singapore Base lies not in Japanese or Chinese waters, but in the vast regions of the Indian Ocean, around whose shores lies three-quarters of the land territory of the British Empire. Through that Ocean goes the main vital artery of British commerce. More than a thousand million pounds of trade crosses that ocean every year, and it is a trade of exceptional value to the Mother Country. Outwards it consists almost entirely of the manufactures which give employment to our fellow-countrymen at home, whilst inwards it consists almost entirely of the foodstuffs that feed them and the raw materials which assist their industries.

Anyone who would view the situation with unbiased eyes must see that the whole importance of the Singapore Base is defensive. Its importance lies, not in the possibilities of war in the East, but in the possibilities of any conceivable war, because there is no conceivable war in which the vital trade of Great Britain through those waters would not be threatened by the raiding cruisers of the future—this point may be emphasised when one regards the proposals to limit the number of large capital ships in favour of small cruisers—and to deal with that menace, Great Britain must have an effective centre from which her cruisers can be refitted and reconditioned without having to go back 6,000 miles to Malta. Then again, there is the question of economy. It is no inexpensive item for a fleet to travel 6,000 miles to be reconditioned. Therefore a naval base at Singapore will undoubtedly be an immense saving to the British taxpayer. Britain, as you so clearly point out, has no intention of developing Singapore into a combination of Portsmouth, Aldershot and Croydon.

Present-day attempts to create distrust between two great nations may or may not be deliberate; in any case they seek to bring about friction, for which it is certainly difficult to find a legitimate excuse. Jingoists must be negotiated at once and finally. They spoke at the time of the Washington Conference and the prompt answer they received from the delegates was unmistakable in its emphasis. The sober-minded section of the British press can do much to put the jingoists in their proper place, and one can but hope that Far Eastern editors who seem far too fond of sponsoring hot-potches of nonsense will in future follow your example and use their influence in exposing the irresponsible activities of trouble-trailers whose sole aim is apparently to prevent the consummation of world peace—I am, Yours, etc.

L. E. HAYNES.
Hong Kong, July 20th, 1927.

ROBBERY FROM A MATSHED.

FOKI WHO GOT THROUGH A WINDOW.

REFULSE BAY INCIDENT.

In sentencing a Chinese youth to three months' imprisonment, at the Central Magistracy yesterday morning, for the larceny from a bathing mateded at Refulse Bay of a leather wallet containing \$53, the property of Senior Revenue Officer G. Watt, Mr. R. E. Lindell commented that defendant was in a position of trust as the caretaker's foki and had deliberately used that position to rob. There was no doubt that had the defendant not been interrupted he would have got away with the \$53.

Mr. Watt said that about 5.30 p.m., on Saturday, he was bathing at Refulse Bay, when Mr. T. M. Hazelrigg (Assistant Crown Solicitor), called to him from the water's edge and at returning to his mateded (No. 100) he found that the door was closed, as when he left it, with the spring lock in position but not shut. Inside the mateded he found his wallet, which he had left in the pocket of his coat, on the bamboo seat on the side opposite where the coat was hanging. Some banknotes were spread out on the seat while others were partly out of the wallet. The cubicle window which he had closed when he left the mateded, was open. Witness then went with Mr. Hazelrigg to the caretaker's hut and there the accused was pointed out to him by Mr. Hazelrigg. When questioned, defendant denied it, but witness took him to No. 7 Police Station.

Out of the Side Window.
Mr. Hazelrigg said that his mateded was a little behind Mr. Watt's but he could see the side window of the latter's mateded from the end of his verandah. He saw the accused come out of the mateded through the side window, but as the accused was a foki of the caretaker, the witness did not at first suspect him, thinking that accused had been in the mateded on business and was taking a short cut through the window. Then the witness looked down Mr. Watt's verandah and saw two ladies were just then mounting the verandah steps. He also noticed that the mateded door was closed and the lock in position. This led him to the conclusion that the defendant must have entered the mateded by the window, and that he had been in there for no good purpose. He then informed Mr. Watt.

Replying to his Worship, Mr. Hazelrigg said that he was positive of the defendant's identity as he had seen him regularly at least twice a week during the past four months. The defendant had brought hot water into the witness's mateded. Mr. Hazelrigg added that had the defendant been a stranger to him he would have suspected him of being a thief from the first and gone after him.

Asked what he had to say, the defendant said that the European's evidence would not "bought" bear more weight than his.

His Worship: Do you mean to suggest that he is deliberately lying to get you in jail?—I don't know.

Mr. Lindell then passed sentence, as stated above.

SENATOR BINGHAM.

PASSENGER ON THE "MADISON."

Among the passengers who passed through the Colony during the week-end on the s.s. *President Madison* was Senator Hiram Bingham and his son. The Senator has completed a three-week visit in the Islands during which time he has toured Luzon and several of the southern islands. He is returning to the United States by the way of China. George Pepperdine, head of the Western Auto Supply chain store system, returns to Los Angeles after an inspection of Oriental business conditions. He is accompanied by two daughters and his secretary.

Others passengers were T. H. Squires, representative of an American fertilizer firm, returning to San Francisco after a stay of several weeks in Manila.

SEQUEL TO KIDNAPPING.

ABERDEEN DOCTOR A CAPTIVE FOR FIVE MONTHS.

ALLEGED CULPRIT IN COURT.

A sequel to the kidnapping of a Chinese doctor, named Chan Lai Chun, of Aberdeen, is to be heard at the Central Magistracy. The doctor was kidnapped, at Aberdeen on November 19th last, and was held captive in a Chinese coastal village until March of this year, finally securing his release by payment of \$1,300, and two taels of Macao opium. He was then allowed to return to this Colony.

Since his return a Chinese, named Lemmy Bing has been arrested, Dr. Chan having identified him as his kidnapper. This man was charged before Major C. Willson at the Central Magistracy yesterday morning with kidnapping Dr. Chan from Apichau, Aberdeen, on November 19th, last year. Detective Sergeant Carey applied for a week's formal remand, which was granted.

Dr. Chan was lured on to a junk lying in the harbour on the pretext that a sick person on board needed his services. When the junk was reached, it is stated that the defendant who was with the doctor, produced a revolver and threatened him. Dr. Chan was then taken to a Chinese village on the coast where he remained in captivity until March this year, eventually being released on payment of the ransom mentioned. He was sent to Macao and from there made the trip back to Hong Kong.

The police arrested the defendant on a Macao boat on Friday last.

ARMED ROBBERS IN RUNNING FIGHT.

ONE WOUNDED.

THREE MORE ARRESTED BY COMBINED POLICE.

Four armed robbers were arrested by the Settlement and French police following a robbery at a ricksha hoing at 201, Jehol Road, at 12.15 a.m. on Saturday (July 23rd) and one of the men was wounded during an exchange of shots between the Settlement police and the gang.

Shortly after midnight six men, three of whom displayed automatic pistols entered the hoing, rifled the cash drawer of \$200 in cash, and made off. Once they were outside an alarm was raised by those inside. The police responded and started firing at the men. The latter returned the fire. One of the robbers was dropped with a bullet in his leg and was taken into custody. On his information the police raided a house in the French Concession and arrested three others, who are said to have taken part. None of the money was recovered, it is said.

At 10.30 a.m. on the same day five armed men held up the inmates of a Chinese dwelling at 206, Myburgh Road, and escaped with \$400-worth of clothing, money, and jewellery. At 6 a.m. three robbers, all of them armed, went to 350, Tan Doong Ka Zoong, and took clothing and jewellery worth \$200. Three robbers held up a dry goods store at 250, Shanso Road, at 8.05 p.m. and got away with \$80 in cash. —*North-China Daily News.*

FILM STAR ON THE "PRESIDENT POLK."

TOOK PART IN "BEN HUR."

Among many passengers making a trip on the Dollar Liner *President Polk*, which arrived in Hong Kong yesterday in the course of her round-the-world trip, to New York, via Manila, Straits ports, Suez and Marseilles, etc., is Mr. Francis X. Bushman who is a well-known star at Hollywood. Mr. Bushman commenced cinema work in 1908, and after a long spell at the screen he went into vaudeville for six years, returning to the film work a matter of two or three years ago. He appeared as Messala in the famous "Ben Hur" picture, and he also starred in "The Marriage Clause," a most interesting film which was shown at the Queen's home time ago. He is now making the world trip as a holiday.

Wm. POWELL, Ltd.

Telephone C. 4573

OUR GREAT SUMMER SALE NOW ON IN ALL DEPARTMENTS

You are invited to inspect the many bargains in the various departments, without obligation to purchase.

THIS IS AN OPPORTUNITY THAT SHOULD NOT BE MISSED.

When ordering your supplies from the Grocers, don't forget to include 'BEAR BRAND MILK'

THE MILK IN THE TIN WITH A NATURAL FLAVOUR

Sole Agents: A. B. MOULDER & CO., LTD.
3rd Floor, China Building, Tel. 381 C. (A.B.S.)

The Columbia PORTABLE

Gramophone that Challenges the WORLD at any Price!

Never such Tone. Never such Value.



Nett Cash \$54.00

Anderson Music Co., Ltd.

ST. GEORGE'S BUILDING, ICE HOUSE ST.

GREAT REDUCTIONS

ALL DEPARTMENTS

From JULY 8th.

THE WING ON CO., LTD.

Lubricants SOCONY MOTOR OIL

NEW ADVERTISEMENTS.

HONG KONG DAILY PRESS.
CHANGED ADDRESS.

THE BUSINESS OFFICES of the HONG KONG DAILY PRESS have been REMOVED from 11, CHATER ROAD to

11, ICE HOUSE STREET,
(Corner of BATTERY ROAD)
(Opposite NATIONAL CITY BANK or New York).

Telephone C. 412.

Night: C. 411.

PRINTING WORKS:
PENINSULAR STREET,
WANCHAI.
Telephone: C. 4311.

CHINA UNDERWRITERS,
LIMITED.

NOTICE IS HEREBY GIVEN that by a Resolution of the General Managers of the Company made on the 27th INSTANT, A Call of \$1.00 Per Share has been made upon the Members of the Company Payable on or before the 12th DAY OF AUGUST 1927, to the Company's Bankers, THE HONG KONG & SHANGHAI BANKING CORPORATION, Dated this 11th day of May, 1927.

SHEWAN, TOMES & CO.,
General Managers.

HONG KONG TRAMWAYS,
LIMITED.

AN INTERIM DIVIDEND of 60 Cents Per Share has been declared Payable on TUESDAY, 23rd AUGUST NEXT, on and after which date Dividend Warrants may be obtained upon application at the Registrar's Office of the Company, Canal Road East, Bowington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from TUESDAY, 2nd AUGUST to MONDAY, 22nd AUGUST, 1927. Both Days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 28th July, 1927. [517]

NOTICE.

MONIES Up to \$120,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.
Apply: MESSRS. DEACONS, Princes Buildings.
51247

TO LET

OFFICES

STEPHENS' BUILDING,
67/69, DES VŒUX ROAD
CENTRAL.

AND

PRINCE'S BUILDING,
CHATER ROAD.

APPLY S. J. DAVID & CO.

PRINCE'S BUILDING,
CHATER ROAD. [25]

STAR THEATRE

CHARLES CHAMIER
presents

THE NEW
OUR CABARET

A Series of Intimate Reviews.

TEN LONDON ARTISTES

Sat. and Sun., Aug. 6 & 7

"COCKTAILS."

Mon. and Tues., Aug. 8 & 9

"SNAPPY."

Wed. & Thurs., Aug. 10 & 11

"OUR CABARET."

Fri. and Sat., Aug. 12 & 13

"TALLY HO."

BOOKING NOW OPEN AT MOUNTAIN AND THE STAR THEATRE.

PRICES: \$3, \$2 AND \$1.

INTIMATIONS.

FOR SALE OR TO BE LET
UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.
EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Dining Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINSTED & DAVIS, ALEXANDRA BUILDING. [4776]

TO LET.

FIVE ROOMED HOUSE, No. 48, in GLANTHILL ROAD, Kowloon, with Flush System and all Modern Conveniences.

Apply to:

SPANISH DOMINICAN PROCUROTOR.

[5155]

TO LET.

OFFICES TO LET on 3rd Floor, 1A, CHATER ROAD. Moderate Rental. Apply—P. O. Box No. 611. [5108]

WANTED—5/8 ROOMED HOUSE. Lease. Mid-levels or near PEAK TRAM preferred. Apply: Box No. 5121, c/o Hong Kong Daily Press. [5121]

ROOMS—Hong Kong, Kowloon, single, double, flats furnished or unfurnished. Flat for disposal with furniture. House—\$20/30,000 wanted. Also 30,000 Sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4330

PREPAID "WANTED" ADVERTISEMENTS.

TO LET—No. 1, KELLET HOUSE, 1st FLOOR, Four Rooms, Flush System, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Apply: MESSRS. DEACONS, PRINCE'S BUILDING. [265]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 2nd, 1927.

HOUSE OF LORDS REFORM.

REFORM of the House of Lords has become a question of great importance in home politics. The subject, of course, is not new; it has been brought forward again and again—and then shelved. But this time it seems certain that, as the Government have definitely decided to pass some measure of reform affecting the position and status of the Upper Chamber, something will now happen. It appears that the Government will bring forward proposals next year to perfect the Parliament Act so that the safety of the State shall no longer be at the mercy of a single Chamber, itself the victim and the captive of external organisations.

Recent events have compelled the Government to tackle the problem. The provisions of the Parliament Act passed in 1911 have become not a less but a greater danger to the State, by reason of the emergence of a powerful revolutionary party, closely in sympathy (to say the least) with a foreign Government which openly avows and secretly practices hostility to Britain. The sympathy of the Socialist party with Russian interference in China, and also in respect of other questions, has made it imperative that some steps should be taken to reconstitute the House of Lords that it may once again stand between the people and the rushing into execution of a revolutionary, or, as the Duke of Northumberland described it, a destructive policy.

Considerable opposition may be expected to the proposed reform. The Socialist party are frankly hostile. They see in the proposals a design to prevent them forcing legislation on to the Statute Book. The Liberals affect to see in the Government's intentions a clear

INTIMATIONS.

WATSON'S

AERATED WATERS
ARE PREPARED FROM
REAL FRUIT
ESSENCES.

GUARANTEED

ABSOLUTELY PURE.

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of Raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—

The only genuine Brewed Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO., LTD.

Aerated Water Manufacturers.

ESTABLISHED 1841.

[150]

HOUSE OF LORDS REFORM.

attempt to entrench the Conservatives at Westminster. Both views are quite definitely wrong. We do not believe there is any intention to constitute a Conservative majority in the second Chamber. Neither would it be possible by means of legislation to erect a bulwark against revolution. Lord Birkenhead justly says no Act of Parliament could prevent revolution if the country had a mind to embark upon it. But what the proposals of the Government will effect is to enable the people to decide whether or not any given policy is acceptable to them. Under the Parliament Act, as it stands, it would be possible for a majority in the House of Commons to overturn the Constitution.

The real strength of the opposition lies in the suggestion that reform would weaken the position of the House of Commons, and unduly strengthen that of the House of Lords. For this reason there are many excellent Conservatives who are displaying concern at the Government's intentions. They are alarmed at the conferment of greater powers on a new House of Lords which would be partly composed of peers elected by peers and partly of persons chosen by the Government of the day. This was the original scheme, though, of course, it may be modified. According to such views increased powers must imply increased responsibility, and if they are conferred the irresponsible element must be either eliminated or reduced to negligible proportions. The manner in which the Government scheme has been presented has increased the feeling against the scheme itself. The malcontents complain that the Party as a whole should have been consulted before being committed to proposals of such vast sweep. But

the Government are determined to provide a safeguard against the dangers inseparable from violent legislation. Hence their declaration to make certain amendments in the Parliament Act as it affects the Upper Chamber before another appeal is made to the country. On a matter of such vital importance they are leaving nothing to chance.

Owing to lack of current the Peak Tramway was stopped from 8.40 yesterday morning for 20 minutes.

A radiator cap and a mascot worth \$50 was stolen from the motor car of Mr. C. M. Mannors, of No. 44, Armand Buildings, Kimberley Road, Kowloon, on Sunday.

Corporal Lloyd, stationed at Belcher's Fort has reported the theft of \$50 from the office of the Master Gunner at the fort. The money was removed from a cash box which was broken open.

A coolie, who fell into the harbour from the Praya wall, at Yau-mati, was rescued by a coxswain of a Yau-mati ferry launch on Saturday. The man was taken to the Kwong Wah Hospital.

Walking in Lan Kwai Fong on Sunday afternoon, a Chinese was injured by a piece of wood falling on his head from the verandah of house No. 26. He was taken to the Government Civil Hospital.

Owing to August Bank Holiday intervening there was no transmission of the British Official Wireless Service on Sunday or at noon yesterday. Full service was resumed at eight o'clock (Home time) last night.

Members of the Chinese press met together on Saturday in the Tun Yuen Café discuss the formation of a Vernacular Press Club. Those present favoured the idea, and there is a likelihood of this Club being opened in the near future.

On Saturday morning detectives raided a house in Shiu Cheong Lane, West Point, and arrested eight Chinese men and a woman. A quantity of seditious documents belonging to unlawful societies was found and taken to the Police Station.

A Chinese, aged about 30, jumped from a moving tram-car in the vicinity of the Chiu Ping Co., Des Vœux Road Central, and falling was seriously injured in the head. He was taken unconscious to the Government Civil Hospital, where he died shortly after admittance.

A Chinese woman, who was travelling third-class on the Yau-mati ferry launch *Man Yee*, jumped into the harbour on Saturday while the launch was crossing over to Hong Kong. The launch stopped for ten minutes and although a minute search was made of the vicinity, she was not found.

An unprecedented drought prevails in Perak, which has been without rain for several weeks, most of the wells are dry and even in the towns pipe supplies have shrunk dangerously. Rain is momentarily expected day after day, but weeks are passing and still there is no prospect. Meanwhile the smaller mines have stopped working.

Mr. F. G. Stevens, the new Puisne Judge for Malaya, proceeds home on leave in September or October and returns to Malaya in April next year. He will probably sit in the Court of Appeal in Penang next month. The *Malay Mail* says the appointment of Mr. Stevens is approved in legal circles both on professional and private grounds.

The typhoon blow of last Monday damaged some of the masts at Castle Peak. Those facing the beach escaped, but other received the full force of the squalls. One shed belonging to Mr. Evans, of the Royal Observatory, was blown down; another the property of Mr. Mody was badly damaged; and one owned by Mr. Wong Tong Ki was wrecked.

A 4-year old Chinese female child was taken to the Government Civil Hospital suffering from scalds on the face and body caused by a pot of boiling soup being spilled over her.

Money, jewellery and clothing valued at \$70 were stolen from the Eastern Maternity Hospital, at Stone Nullah Lane, on Saturday afternoon. The stolen property belonged to a nurse.

Among through passengers arrived by the A.M.L. as *President Madison* from Manila were Captain Adam J. Bennett and Lieut. C. F. Bond for Shanghai; Senator Hiram Bingham, Mr. Woodbridge Bingham, Dr. J. L. and Mrs. Hydrick, Mr. and Mrs. Frank J. Herrier and Captain Samuel W. Stephens for San Francisco; Mr. and Mrs. R. A. McGrath for Los Angeles.

According to the vernacular press reports the C.N.C. dispute has adversely influenced the importation of firewood into the Colony, and a strike among the coolies at Wuchow, where a great deal of the Colony's firewood comes from, has caused a shortage of this commodity to be felt here. The strike of the coolies is now stated to have been settled and the *Tai Ling* and the *Chung On* have brought large supplies during the week-end.

OBITUARY.

MARINE OFFICER DIES AT SHANGHAI.

CAPTAIN W. F. S. FAWCKNER.

The death took place at the Royal Hospital, Shanghai on Saturday morning of last week of Capt. W. F. S. Fawckner of the 15th Battalion, Royal Marines, from pneumonia after an illness of about one week.

Captain Fawckner entered the Royal Marines through the Civil Service examinations in the summer of 1913, and just prior to the war he was at the Eastney Barracks, Portsmouth. In October, 1914, he landed at Dunkirk into a light battery and was transferred to the 15-inch howitzers, with which he remained until he was gassed and wounded at Festubert in May, 1915. He was sent home, and on recovery was appointed to H.M.S. *Dominion*.

In March, 1918, deceased was promoted to Captain and was transferred from H.M.S. *Dominion* to *Service in Dardanelles and China*.

In January, 1923, Capt. Fawckner was selected to take charge of a six-inch Naval battery at Kilid-Bahr during the Nationalist troubles in Turkey. He returned in September of the same year and was appointed to H.M.S. *Kamillies* in the Atlantic.

During January, 1925, deceased was transferred to H.M.S. *Royal Oak* and in August of the same year he was commander of the *King's Guard* at Cowes Regatta. Since arriving in Shanghai the deceased had made very many friends, and was as popular with the civilian populace as with all members of his battalion. His death is greatly regretted.

DEATH OF MR. WILLIAM WILSON.

Mr. William Wilson, a well-known ex-employee of the Hong Kong and Whampoa Dock Company, has died at Glenasmole, Kilmacolin, Scotland. The Company received a cable informing them of his death yesterday.

Mr. Wilson joined the Company in 1881. For some years he was superintendent engineer, and later became manager at the Kowloon establishment. At the time of his retirement in 1908 he was acting Chief Manager.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.35 p.m., stated:—

A feeble anti-cyclone extends from S.W. China to the Bonins.

The depression over N.E. China appears to be moving eastward.

The depression over S.W. China has deepened. There are indications of a depression forming to the east of N. Luzon.

Local Forecast:—S.W. winds, moderate, cloudy, occasional rain.

THE C.N.C. DISPUTE.

NO CHANGE REPORTED.

OPTIMISM PREVAILS.

Optimism now prevails that there will be an early settlement of the C.N.C. dispute.

It is understood that arising out of the preliminary negotiations at Saturday's meeting at Shanghai between the China Navigation Company and the Guilds' representative, another meeting was to be held yesterday at the Northern port between the two parties.

No information is available locally further than the above, but the result of the meeting referred to is expected to arrive here some time to-day.

FOR THE SERVICES.

THE PROGRAMME FOR THIS WEEK.

THE "J-PANS" FIGURING AGAIN.

Another attractive programme of entertainments and social functions has been arranged under the auspices of the Naval and Military Y.M.C.A. for Service men this week.

The programme includes two appearances by Miss V. Capell and her talented "J-Pans."

The arrangements are as under:—
To-day:—"Cheer 'O": Concert, 7.30 p.m.; "Better 'Ole": Whist Drive, 7 p.m.; Rope Factory: Concert by the "J-Pans," under direction of Miss Capell, 7.15 p.m.

To-morrow:—"Cheer 'Ole": Whist Drive, 7.30 p.m.; "Better 'Ole": Singing Competition, 7 p.m.

THURSDAY:—"Cheer 'O": Informal Dance, 7 p.m.; "Better 'Ole": Concert arranged by Entertainment Committee, 7 p.m.
FRIDAY:—"Cheer 'O": Concert, 7 p.m.; Shamshuipo Camp: Concert by the "J-Pans" under direction of Miss Capell, 7 p.m.

SATURDAY:—Launch Picnic: Tickets: 50 cents, including tea. Leave Queen's Pier, 2.15 p.m.; Leave Police Pier, Kowloon, 2.30 p.m.

SUNDAY:—Men's Meetings: "Cheer 'Ole," 7.45 p.m.; "Better 'Ole," 8 p.m.

PROMINENT PASSENGERS ON "EMPEROR OF CANADA."

Mr. H. V. Kaltenborn, associate editor of the *Brooklyn Daily Eagle*, New York; Mr. D. E. Cappleman, of the staff of the Standard Oil Co.

Through passengers: Mr. R. Boller, representative of the Ford Motor Co.; Mr. and Mrs. E. E. Selph, Manila, prominent Manila lawyer, en route to the United States; Mr. and Mrs. P. W. Ewing, Findlay, Ohio, prominent banker of that city on a tour of the Orient; Miss Mackey, Fort Arthur, Ont., on tour of the Orient; Dr. A. J. Cortes, Manila, prominent Manila physician; Mrs. Greenbaum, Iloilo, P.I., prominent resident of Iloilo, on a trip to the United States.

JAPANESE GOVERNMENT'S FINANCIAL POLICY.

OPPOSITION CRITICISM.

The Rikken Minseito is highly dissatisfied with the attitude adopted by the Japanese Government towards the adjustment of the banks closed down. At a meeting of the administrative affairs investigation committee on July 21st, the party adopted a resolution severely denouncing the Government's attitude. The resolution reads:—

"Following the financial panic, there has occurred a nation-wide dearth of funds and a severe stringency on the money market, with the result that there is a daily decline in agricultural, industrial and commercial production. Indeed, the financial future of Japan is in a state of grave anxiety. At the last extraordinary session of the Diet, our party amended the Indemnity Bills and paved the way for the relief of the banks which had closed their doors, with a view to accelerating financial recovery. The Government has, however, hitherto failed to devise measures in this direction. In the meantime, the financial situation grows worse and worse and uneasiness goes on increasing among the people. For this state of things, the present Government must be held responsible."—*Japan Chronicle*.

ATTEMPT TO KILL GEN. LI TSAI HSIN.

INFERNAL MACHINE DISCHARGED AT LAUNCH.

PERPETRATORS ESCAPE IN DARKNESS.

[FROM OUR CHINESE CORRESPONDENT.]

An attempt on the life of General Li Tsai Hsin, the chief military officer in Canton, was made on Saturday night at about 8.30 p.m.

The General had been to a meeting at the Cement Works at Honam and, a little after eight o'clock set out on the return journey in an armed launch with several of his bodyguard. While on the way an hide-de-camp reminded him that he had an engagement at the Yu Yan Yuan Sanatorium, on Yi Sha Tao, a small islet just off the Bund. The launch altered course in this direction and passed a small rowing boat in which were a number of men.

Suddenly there was a loud explosion in the water, half way between the two craft, and a column of spray shot up into the air, drenching several on the launch.

The bodyguard, alarmed, took aim and were about to shoot at the occupants of the boat, but the General himself intervened at this juncture. The boat was meanwhile pulling desperately for the shore, and the launch started in pursuit. They were too late, however, and the occupants scrambled ashore and made off, soon being swallowed up in Canton's labyrinth or narrow streets.

The explosion was so loud that both water and street police came hurrying onto the Bund. But they were too late to effect any arrest, and up to the time of writing, despite a thorough and a diligent search, no one has been apprehended. The boat itself offered no clue.

The General made light of the whole incident and went straight home on landing.

Several of the men aboard the launch are positive that just before the explosion one of the men in the rowing boat put something into the water. It is surmised that it must have been a kind of miniature torpedo. It had travelled some way at considerable speed, but fortunately for General Li and the other occupants of the launch it went off prematurely. Evidently the conspirators knew of the General's appointment and were ready with this treacherously ingenious weapon to attempt the destruction of the whole party.

LAU LUN, THE BRIGAND CHIEF?

With regard to the man who was arrested in Yau-mati some days ago, and whom some Chinese alleged to be the notorious bandit chief Lau Lun, of the Tung Koon District, the vernacular Press states that the Tung Koon District Association in Hong Kong held a meeting on Sunday to discuss what steps they should take regarding the arrested man, for within the last few days there have been several letters addressed to the Tung Koon District Association requesting the latter to see that justice is done to this man.

Shortly after his arrest the alleged bandit was bailed out, with his five associates, but he has again been arrested. The man alleges that he is not Lau Lun, but his real name is Lau Fung Shan.

NANKING REPORTS ON RECENT SHANTUNG EVENTS.

HOW THE NORTHERN TROOPS WERE "ENTRAPPED" AT HSUCHOW.

WHY THE PEKING GOVERNMENT SPREAD RUMOURS OF COMPROMISE.

HONAN PROVINCE DESCRIBED AS BEING "VERY QUIET."

NORTHERNERS ENGAGED IN DEFENCE OF SOUTHERN CHIHLI.

The local vernacular Press publish reports, emanating from the Nanking Government, on the state of affairs at the Shantung war zone. Evidently, and very naturally, the Nanking Kuomintang are solicitous regarding the proud part played by the Southern soldiers, particularly at Hsuehchow, which was last mentioned (by Reuter) as being in the hands of the Northerners. The Nanking version of what happened at Hsuehchow is quite good but not very convincing, and not a little amusing is the reference made to the Southern "ambush 80 miles south of Hsuehchow."

Borodin, in his leisurely trek homewards, found time to pay a visit to Marshal Feng at Kaifengfu, at which Honan city the ubiquitous Marshal now appears to be temporarily settled. It is regrettable that the vernacular Press is apparently unable to inform us what Borodin said to the ex-Christian Marshal or what the ex-Communist Feng said to him.

BORODIN VISITS THE EX-CHRISTIAN GENERAL.

(Wah Tsai Yat Pao.)

SHANGHAI, August 1st. M. Borodin arrived at Changchow, Honan, on the 25th ult. and, on the following day, he visited Feng Yu Hsiang at Kaifengfu. He will start for Shensi on the 1st inst., then he proceeds to Russia. Feng Yu Hsiang's troops continue to move towards Shantung, where, owing to his reinforcements, the Southern campaign is gaining considerable progress. The situation in Honan is very quiet, the Fengtienese have all evacuated and are taking up the defence of the southern portion of Chihli. The main Fengtienese forces are concentrating at Shanhaiwan and Kufeng.

THE AIMS OF THE NATIONALISTS.

THE "BENEFIT OF THE PEOPLE."

"FOREIGN IMPERIALISTS WHO STIR UP TROUBLE."

The Chinese military authorities in Shanghai Native City have issued a proclamation in the course of which they say that the aims of the Nationalist armies are to drive away the militarists and to save the people of China. As this work was nearing success, the Bolsheviks began to stir up trouble and the farmers and labourers were poisoned by the rumours they spread. As a result the Kuomintang was divided. The very thought pained the hearts of all loyal members of the party. During recent months, the people and the troops of Hunan and Hupeh, supported by those of Szechuan and Honan, came out openly and opposed the Communists. While efforts will be made to rehabilitate Wuhan, the drive against the north will continue. Recently, however, certain members of the foreign press, with the Settlement as their base, have been acting for the foreign imperialists and the traitorous counter-revolutionaries in starting rumours. They hope, says the proclamation, to stir up the hearts of the people and to create trouble in the rear of the army. The populace, not realizing their scheming, are apt to accept their principles. But they must understand that the Nationalist revolutionary armies are working for the benefit of the people and to befriend those who befriend China, and they will consider as enemies those who are enemies of the Chinese people, but they are themselves not the people's enemies. The proclamation concludes by saying that those who disseminate malicious and false rumours and who attempt to start trouble will be severely dealt with and that no leniency will be shown. —North China Daily News.

NANKING'S REPORTS ON SHANTUNG FRONT.

(Wah Tsai Yat Pao.)

SHANGHAI, August 1st. According to a Kuomintang source, a telegraphic report from Nanking states that on the 24th inst. the Shantung troops ventured to Hsuehchow, where the Southerners purposely evacuated in order to entrap them, and lay in ambush about 80 miles south of that city. Subsequently, the Shantung troops did walk into the trap, with the result that most of them were disarmed. On the following day the Southerners launched a general attack on Lincheng, and their vanguards have advanced to the city's immediate vicinity. At the same time another body of Southerners took Tsiaing, about 50 miles south-west of Yenchow.

According to the spokesman of the Nanking Government, the Ankuochun Government are merely spreading a rumour of a compromise between Nanking and Peking so as to break up the alliance between Chiang Kai Shek, Yen Shih Shan and Feng Yu Hsiang.

Mr. Wang Ching Wei proposes to call a joint conference at Kiukiang for the purpose of settling the differences between Nanking, Hankow and Feng Yu Hsiang. But Marshal Feng Yu Hsiang persists that such a conference should be called at Chengchow, Honan.

Apart from official reports from Nanking, the accurate conditions of the war in Shantung is not known to the public. The Northerners claim that they have occupied Pengpu is not as yet reliably confirmed. A Japanese steamer at Shanghai, searched by Chinese soldiers, was found to contain 34 boxes of sulphuric diluted acid, bound for Hankow. This contraband stock is being detained at the Chinese military headquarters in Shanghai.

JAPAN AND CHINA'S PROTECTIVE DUTIES.

The Osaka Chamber of Commerce is protesting against the proposal of the Nanking Government to declare tariff autonomy in the six provinces under its control, and has petitioned the Japanese Government to take steps to get the Nanking Government to reconsider the matter.

The Nanking Government has already been collecting an additional duty of 2.5 per cent. on imports since the early part of this year, and now it proposes to increase this to 12.5 per cent. on ordinary goods and 30 per cent. on luxuries.

The Osaka Chamber finds that the lower additional duty has already affected Japan's trade with China and concludes that the higher duties proposed will still more affect it. This is a case of the bigger bit. The Osaka Chamber has never shown itself averse to imposing high duties on foreign goods, but when other countries impose similar duties it begins to squeal. What is the goose is sauce for the gander. If the high import duties are necessary for the maintenance of Japan's industry they are equally necessary for the maintenance of China's industry. It would be unparallelled selfishness to demand that China support Japan's industries and do nothing to develop her own. —Japan Chronicle.

FATAL EXPLOSION.

OCCURS DURING JAPANESE NAVAL MANOEUVRES.

TWENTY OFFICERS AND MEN KILLED.

[THROUGH REUTER'S AGENCY.]

TOKYO, August 1st. A fatal explosion occurred during the naval manoeuvres off Kyushu this morning. The Naval Office report is meagre, but the Asahi special correspondent at Kyushu states that three mines exploded on the middle deck of H.J.M.S. Tokitsuna and that 20 officers and men were killed and injured.

Fire broke out, and was extinguished by sailors from neighbouring warships.

The Tokitsuna was severely damaged, and will be docked immediately.

THE TRUTH ABOUT HSUEHCHOW.

RAIDS MAGNIFIED INTO GREAT VICTORIES.

PEKING, July 15th.

In connection with the Hsuehchow Lincheng situation the facts seem to be that a Shantung armoured train and perhaps a small detachment of accompanying troops made a raid south toward Hsuehchow, then turned around and came back. A day or so later a small detachment of Southern troops made a raid northward and returned southward. Small detachments of cavalry probably are wandering around in the hills in this area, perhaps having occasional minor skirmishes.

Out of this sort of a situation (says the Peking Leader) have come the stories of great victories. "No definite information has been received in either foreign or Ankuochun circles confirming either the 'capture' of Hsuehchow by the Northerners or the 'capture' of Lincheng and Hanchuang by the Nanking troops. Neither side apparently has many troops in this area now, nor does either side seem to be preparing for a determined drive against the other.

WHY MRS BORODIN WAS RELEASED.

ENTITLED TO FREEDOM UNDER DICTATOR'S AMNESTY.

Mrs. Fanny Borodin and the three diplomatic couriers taken from the Soviet s.s. Pamiat' Lenina, at Nanking, who regained their freedom at noon on July 12th, after a detention of more than two months in the gaol of the metropolitan court at Peking, are now guests at the Soviet Embassy.

In releasing the four Soviet prisoners Judge Ho Chun of the Peking High Court, who was in charge of the preliminary examination of the case during the past few weeks, said they were entitled to benefit by that clause of the amnesty mandate issued by Dictator Chang on July 2nd, which says that, with regard to those prisoners against whom there exists grave suspicion of Communism the judicial authorities should hold them until such time as the Ministry of Justice has drafted regulations governing their control, states the North China Standard.

NEW BISHOP OF SINGAPORE.

FORMER MISSIONARY APPOINTED.

[THROUGH REUTER'S AGENCY.]

LONDON, August 1st. The Archbishop of Canterbury has nominated the Rev. Basil Coleby Roberts, ex-missionary in the Malay States, Bishop of Singapore, in succession to Dr. Ferguson Davies.

SHANGHAI BRIDGE COLLAPSES.

CENTRE OF STRUCTURE IN THE SOOCHOW CREEK.

CHINESE AUTHORITIES REFUSED REPAIRS.

Markham Road Bridge, one of the vital points of defence during the recent trouble in Shanghai, collapsed shortly before 4 o'clock on Saturday afternoon (July 23rd) injuring two persons and throwing five Chinese into the Soochow Creek.

The bridge, which has been condemned for some time, is a complete wreck and traffic over it between the Settlement and Chapei has been brought to a complete halt. Traffic has been diverted to the Stone Bridge.

The boat traffic along Soochow Creek is also being affected by the collapse, the larger boats and barges being unable to pass owing to a part of the structure having fallen into the water. These boats have been diverted into the smaller waterways in order to be able to proceed to Shanghai.

Heavy Traffic Crossing. At the time when the bridge started falling there is said to have been quite a heavy traffic on it. Fortunately, before completely falling into the water the splintering of the worn-eaten timbers could be heard and this served to give a warning to those who were in the vicinity.

For a period of some seconds the noise could be heard and Chinese pedestrians, handcart, and other traffic made a hasty exit from the structure. About 20 persons on the bridge at the time, however, did not take these precautions, and five were hurled into the creek, where they were rescued by passing boatmen. Two of them were struck by the falling debris and injured, though not fatally.

At the time of the occurrence there was a large coal barge passing beneath, and this was pinned beneath the wreck timbers. None of the boatmen were hurt.

The structure has been standing now for 11 years, having been erected in the spring of 1916 with the understanding that in a course of three or four years a new permanent bridge should be erected over the creek at this point. It was built by the Public Works Department of the International Settlement with the understanding that for the period of three years the Chinese authorities should keep it in repair.

Maskee Spirit of Chapel Authorities.

It has been known for many months that the bridge was liable to collapse at any time and the Settlement authorities condemned it. Further, they are said to have made several attempts to get the structure repaired, but their actions in this regard have been met only by rebuffs on the part of the Chapei authorities, the latter taking the stand that they were responsible for it and refusing to allow repair work to go on.

On several occasions the Public Works Department are said to have sent gangs of workmen to the bridge with instructions to put it back into proper shape, but on at least one occasion these were refused admittance into Chapei for this purpose. —North China Daily News.

OBITUARY.

SIR HARRY JOHNSTON.

A VERSATILE ENGLISHMAN.

[THROUGH REUTER'S AGENCY.]

LONDON, August 1st. The death is announced in London of Sir Harry Johnston, K.C.B., G.C.M.G., D.Sc. of Cambridge University, J.P., War Medal 1914-18, Gold Medalist Zoological, Royal Geographical and Royal Scottish Geographical Societies, was unquestionably one of the most versatile of Englishmen of the past fifty years. He was born in London in 1858. He was an explorer and traveller (mainly in Africa) of worldwide repute, and one whose work had been favourably recognised by most of the learned bodies of Europe and America. Sir Harry was also author of a large number of publications on all sorts of subjects from Blue Books about Africa, books on his travels, on "The Negro," "The Nile" and even of novels, light essays and phonetic spelling. At one time, Sir Harry acted as British Consul of the Regency of Tunis, while, on another, he was Special Commissioner, Commander-in-Chief and Consul-General for Uganda Protectorate.

THE INDIAN FLOODS.

5,000 HOUSES DESTROYED IN ONE CITY.

[THROUGH REUTER'S AGENCY.]

BOMBAY, July 31st. Telegraphic communication with Baroda has been re-established. The city and parts of the surrounding district have been under water for three days. The city's total death toll, however, is only 30.

The death toll of the surrounding district has not yet been ascertained, but is not likely to exceed 100.

The mills at Ahmedabad have reopened, but are suffering a shortage of labour, large numbers of the employees having left the city, where many houses have been destroyed.

PRINCE CAROL OF RUMANIA.

ISSUES A MANIFESTO.

[THROUGH REUTER'S AGENCY.]

PARIS, July 31st. The newspapers strongly criticise a manifesto to the Press in which Prince Carol of Rumania declares that, while it is far from his thoughts to foment any kind of agitation in Rumania, he considers that as he is a Rumanian, and a father, he has the right and duty to see that the nation's greatness is not impaired, "so that my son may enter upon his inheritance. When the time comes and the situation gives me the right to intervene personally, I will never refuse to obey my people if they call me."

WAR NIGHTMARE TRAGEDY.

FRENCHMAN KILLS HIS PARENTS.

BORDEAUX.

A double murder followed by a suicide has shocked the inhabitants of this town. M. Andre Belier, a prominent local inhabitant, committed suicide, leaving a mysterious note for a friend in which he said:

"Since the terrible scene in my dug-out, when I thought I was fighting Germans, I realise that all I can do is to put an end to my own life in the interest of the family honour."

The police were informed, and when they searched M. Belier's house they found in the garret, tied together, the dead bodies of his father and mother.

It is known that M. Belier, who shot himself with his revolver, had been badly wounded in the war and suffered from frequent nightmares, when he dreamed that he was killing Germans. It is thought that, suffering from one of these attacks, he killed his father and mother under the impression that he was fighting against one of his war comrades. When he awoke from the nightmare and realised what he had done, he shot himself.

THE GENEVA CONFERENCE.

SITUATION STATIONERY.

[THROUGH REUTER'S AGENCY.]

GENEVA, July 31st. The plenary meeting of the Naval Limitations Conference has been postponed until August 3rd or 4th. The announcement of the postponement followed the American receipt of despatches from Washington, and simultaneously the American delegation published proposals asking that any treaty concluded shall contain a clause empowering any signatory to call a fresh conference between 1931 and 1933, in the event of another signatory seemingly utilising the tonnage allocation of cruisers to such a manner as to necessitate the adjustment of the total allocation of that class, and that in the event of a disagreement the present convention may be terminated within a year.

U.S. and Big Cruisers.

GENEVA, August 1st. The Americans' design, in presenting their latest proposal is stated to be to furnish the British with a safeguard in the event of America increasing the number of her big cruisers.

It appears that the proposal was presented several days ago but, so far, has not fallen on fertile soil, so far as Britain is concerned. Mr. Gibson to-day conferred with Mr. Bridgeman and Viscount Ishihara.

U.S. Government And The Conference.

Reuter learns that the United States Government is backing up Mr. Gibson in his rejection of the British proposals and an exchange of cables with America relates to the terms of Mr. Gibson's statement to close the conference.

Situation Stationery.

The situation is not very promising. Bridgeman conferred for a considerable time with Admiral Saito this morning.

Mr. Bridgeman, later, conferred with the Dominions' delegates.

[REUTER'S AMERICAN SERVICE.] More New York Press Opinions.

NEW YORK, August 1st. The Press holds out little hope of an agreement at Geneva.

The New York World is of opinion that the conference should be kept alive in order to permit Herculean efforts to be made for an agreement, which should take the form of a meeting between Mr. Baldwin and President Coolidge, as personal discussion might rise above detail to a statesmanship which has been sadly lacking at the Conference.

LURE OF BRITISH LIFE.

FOREIGNERS AT ENGLISH UNIVERSITIES.

From all over the world, in steadily growing numbers, the British universities are attracting foreigners to their colleges anxious to study under English teachers and in English surroundings. Even at the Oxford and Cambridge cricket match—most English of all institutions—numbers of foreign undergraduates were to be seen conforming to the dictates of fashion in top-hat and morning dress.

Recently at Manchester University an undergraduate found himself seated at a table in hall with representatives of twelve different nationalities.

It is not only work that the foreigners come for, but also the social life and games. Last year an Indian, Mr. Jyot Singh, captain of Oxford University at hockey, and two Indians formed a strong pair in the Cambridge lawn tennis team for three years (Ratham and Iadi).

In figures issued by the Universities Bureau of the British Empire, more than 60 nations are named, giving a total of 4,386 foreign undergraduates. India, Burma, and Ceylon head the list with 1,361, and there are 1,054 from Africa. America is represented by 824, and Asia by 1,764.

Some of the places from which undergraduates come are: Fiji (2), Iceland (1), Persia (14), Bulgaria (10,947), Taiwan, 1,400, Tientsin, 1,041, Samsung, 829, Tientsin, 459, and a further few hundreds in other interior cities.

WORLD SHORTAGE OF RUBBER.

WITHIN THE NEXT THREE YEARS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 1st. A world shortage of rubber within the next three years is the forecast of Mr. William O'Neill, President of the General Tyre and Rubber Company, who is going to Britain to study the crude rubber situation.

BULL FROGS BECOME JAPANESE DELICACY.

DIFFICULTIES OF BREEDING THEM.

AMUSINGLY DESCRIBED.

According to the United States Consul at Nagasaki bullfrogs are selling in the Provinces of Sanuki and Iyo at Y.100 a pair and tadpoles Y.1. Epicures are demanding this delicacy as a daily food. The Japanese Bureau of Fisheries has been buying adult frogs in large quantities from the United States. The Southern Biological Society of Louisiana has been working with the Imperial University of Tokyo since 1922 in an effort to promote frog culture in Japan, it was said and correspondence was offered in substantiation of this. A letter from U. Kawano, who signed himself "Chief of Frog Laboratory, Imperial University," says:—

"It is honoured pleasure to say our experiments with raising frogs are getting good results. The duration of transformation with us, honoured sir, seems to be quite short. By and by I will make the interesting report for frog raising. Out of two dozen shipped us by you two pairs were easily bred and a half-dozen developed into tiny frogs. Seven died on voyage over or soon after arrival, and thirteen disappeared after being liberated in pond in some unaccountable fashion. There continues great interest on part of public. Crowds gather to see the tadpoles on the day time and at night they can be heard miles croaking away at the height of their voices. You are honouring us with your assistance."

Dr. Nitobe has been suggesting chemical food prepared from the bark of trees, but he may rather expect to see the Japanese peasant go out and catch his dinner in the nearest ricefield. —Japan Chronicle.

JAPAN'S STAKE IN SHANTUNG.

16,000 NATIONALS AND IMMENSE CAPITAL.

When one realizes the stake Japan has in Shantung, one can fully sympathize with the steps she has taken to safeguard her people there, writes the Tokyo correspondent of the North China Daily News. The real wonder seems to be that Japan did not land troops earlier. The latest figures compiled by the Foreign Office show that there are 16,000 Japanese in Shantung, which now has become the cockpit of warring Chinese factions. The money the Japanese have sunk in this territory is put at Y.235,000,000 and this is thought to err on the side of conservatism. In and around Tientsin alone, there are said to be about 40 factories, big and small, worth about Y.225,000,000, while along the Tientsin-Tao-Tsien Railway, there are at least ten more factories.

The large factories in Tientsin are owned by the Naitai Cotton Spinning Co., the Dai Nippon Cotton Spinning Co., the Nishin Cotton Spinning Co., the Kanaguchi Spinning Co., and the Shanghai Silk & Cotton Spinning Co. In the interior of the country, the Japanese factories mostly are flour mills, match factories and canneries. It is obvious, then, that Japan's stake is a large one and cannot be abandoned to the vagaries of rival Chinese soldiery.

The Japanese population in Shantung is distributed thus:—Tientsin, 10,947; Tientsin, 1,400; Tientsin, 1,041; Samsung, 829; Tientsin, 459, and a further few hundreds in other interior cities.

V.R.C. CHAMPIONSHIPS.

ANNUAL AQUATICS TO BE CUT OUT.

EVENTS TO BE DECIDED AT NIGHT FETES.

It was learned yesterday that it has been decided to eliminate the annual aquatics from the summer programme of the Victoria Recreation Club this year.

At the same time the events which comprise the aquatics will not be cancelled, but are to be decided at the Night Fetes.

The next Night Fete is to be on Saturday, August 20th, and on this occasion the 100 yards Back Stroke Championship of the Colony, and the 100 yards Services Championship will be held.

While this decision to abandon the Annual Aquatics, which used to occupy two mid-week evenings and one Saturday evening, will curtail the season's programme to some extent, on the other hand it will give an added zest to the Night Fetes.

WATER POLO.

There will be a meeting of the Water Polo Association this evening at six o'clock at the Victoria Recreation Club, at which it is hoped to make final arrangements with regard to the Water Polo League season, which is due to open almost at once. Entries will have closed by to-day for teams entering the League this year, and particulars will be available at this evening's meeting regarding them.

BASEBALL.

CANCELLATION AND POSTPONEMENT.

The ball game arranged between an "All Hong Kong Nine" and the U.S.S. *Helena* outfit yesterday was called off on account of the weather.

The re-play game between the Filipinos and the Dragons which was scheduled for to-morrow is again postponed till September 4th. Instead of the Japanese team playing the Japanese team to-morrow at 3.15, this game, it will be recalled, was postponed on two previous occasions.

THE DAVIS CUP.

JAPAN ELIMINATES MEXICO.

(REUTERS' AMERICAN SERVICE.)

St. Louis, August 1st.
Japan has eliminated Mexico and is thus entering the finals. Ohta beat Upde, 6-1, 4-6, 6-3, 6-4, and Harada beat Kinsey, 9-7, 6-0, 6-6, 8-1.

A GREAT GOLFER.

DEATH OF WALTER TRAVIS.

(REUTERS' AMERICAN SERVICE.)

Denver, August 1st.
The death is announced of Walter Travis, ex-Open Golf Champion.

FUNERAL OF FREDDIE WELSH.

ESTATE WORTH G.\$125,000.

(REUTERS' AMERICAN SERVICE.)

New York, July 31st.
The boxer Freddie Welsh, who has been buried here, died in poverty. The pall-bearers were other famous boxers, namely, Mickey Walker, Benny Leonard, Mike McGuire, and Johnny Dundee. His brother announces that Freddie Welsh did not die in poverty, as was generally believed, but owned property in California, for which he had refused an offer of G.\$80,000, also real estate in New York worth G.\$45,000.

ACROSS SOUTH AMERICA.

BY AIR IN FOUR DAYS.

Telegraphing from Lima (Peru), the *Chicago Tribune* Correspondent states that the Peruvian Government is spending \$50,000 in a preliminary effort to open up by air the vast territories east of the Andes, in the Amazon basin. Negotiations have been started in Lima, unofficially, to secure Brazilian co-operation, in an aerial service for Amazonia. Peruvian and Brazilian co-operation in a trans-continental air service would make possible the crossing of the continent from Lima to Para in four to five days, instead of five to ten weeks, as at present.

LOCAL BOXING.

FIRST TOURNAMENT OF NEW SEASON.

TO BE HELD IN NOVEMBER.

The first tournament of the Hong Kong Boxing Association it was learned from Mr. Brook, Manager, is to be held on Saturday, November 25th, at the Theatre Royal. Able-Seaman Ewin of H.M.S. *Hermes*, welterweight and middleweight champion of the Colony is leaving the Navy soon and is going to the British Boxing Board of Control. He is to be trained by Mat. Wells, ex-lightweight champion of England at Blackfriars, London.

BOXING AT SHANGHAI.

NO FURTHER CONTESTS UNTIL WEATHER IS COOLER.

A HONG KONG CHALLENGER.

Owing to the great heat and the prospects of the weather getting still hotter, says the *North China Daily News* of last Monday, it has been definitely decided by the International Sporting Club to cancel all boxing arrangements until the end of next month.

Towards the end of August the mercury ought to be on the down grade and about that time a number of first-class boxers are due to arrive here from Manila, Tientsin and Japan. In Japan just now there is one of 133 lb., who, a year ago, went over to America and cleaned up all of his weight along the Pacific Coast. Japanese friends are very much interested in him and have induced him to pay a visit to Shanghai. While he is here he will be seen in action against Johnson and Garcia of Manila, Mahoney of Tientsin and Seaman Dixon of Hong Kong.

Hong Kong Challenger for Duncan. Dixon, by the way, is the present welterweight champion of Hong Kong, and he is anxious to meet any welter in Shanghai for a suitable purse and stake on the basis of the winner taking all. He issues a challenge to Corpl. Duncan to box over 15 two or 13 three-minute rounds for the Shanghai championship. This is a very fine contest, if it can be arranged.

Corpl. Duncan, to whom Seaman Dixon has issued a challenge, will probably not be seen in action again in Shanghai for several months, if ever at all. There are several reasons for this, and it is a great pity as the Marine Corporal has made himself very popular with Shanghai fans. There is no doubt but that he would be able to more than hold his own against any of the men coming here.

The next card will be staged in the open air and champions of almost every class will take part. Champions of Hong Kong, Manila, Tientsin and Japan will battle against one another and the curtain raiser will be the only bout in which a champion of some place or other does not figure.

WHEN NELSON WAS DEFEATED.

STILL CELEBRATED IN SANTA CRUZ.

Santa Cruz, Canary Islands, July 25th.
This port, the capital of the Canary Islands, celebrated the annual fete to-day in honour of the Spanish naval victory over Admiral Nelson.

There was dancing in the streets, flags and music. Each year on July 25th the Islanders honour the victory of Santa Cruz which occurred in 1797. The fete commemorated one of the few defeats suffered by Admiral Nelson.

Local history books say that on that day, July 25th, 1797, Admiral Nelson lost 300 men and his arm in a fight with 33 Spaniards.

In the Church of Concepcion, enclosed in glass, there are two British flags said to have been captured by the Spanish in that engagement.—*Manila Times*.

LAST OF THE LIGHT BRIGADE.

London, July 9th.
Presiding at the 23rd annual meeting of the Royal Patriotic Fund, the Duke of Connaught announced that the Light Brigade (Balclutha) Fund, which they took over in 1892, had terminated with the recent passing away of Troop Sergeant-Major Edwin Hughes, at the age of 86, who was the last beneficiary of the fund.

There seemed no doubt that he was the last surviving non-commissioned officer who participated in the famous Charge.

LOYAL EAST END CHILDREN.

WONDERFUL GREETING FOR KING AND QUEEN.

WAITING FOR HOURS.

No. 10, Wade's-place, Mile End-road, E., is a four-roomed house in a cul-de-sac less than 20ft. wide, and opposite the People's Palace. The King and Queen visited the East End on July 6th, the 34th anniversary of their wedding, but hours before they were expected the seven young children of Mr. and Mrs. Double who live at No. 10, took up a position which enabled them to see what very few people in the East End saw, and that was their King and Queen first in a motor-car and then in a carriage, all within the space of a few minutes.

The Best Sight.

Mrs. Double said to a reporter: "The children were so excited that I let them go out and wait to see the procession three hours before it was expected. We all had a splendid view of the King and Queen in the car, but the best sight was when they came out through the gates of the People's Palace in the open carriage.

"The carriage went very slowly, so that we had plenty of time to notice what the Queen wore—a pale mauve dress and hat to match. I have never seen her look better or so well.

"I thought the King looked a little older than when I saw him at this very spot about two years ago. I think he is getting to look more and more like his father. I remember seeing King Edward and so healthy and well when he was Prince of Wales, both together."

Affectionate Smiles.

There are eight families in Wade's-place, with 55 young children, all of whom saw the procession. The reception given to the King and Queen was remarkable for the warm-heartedness of the cheering and for the affectionate smiling looks of the men, women, and children.

The children were wonderful. The very young ones lined the edges of the pavements for almost the entire four miles or so from Aldgate to Stratford, and it seemed that there never was a time when the East End children looked so healthy and well together. Some of them waved Union Jacks or paper favours, and their shrill cries heard above the cheering never ceased until the King and Queen had passed.

RAILWAY WORKS VISIT.

In the course of their visit to the East End the King and Queen visited the works of the London and North-Eastern Railway at Stratford.

Six old employees at the works with more than 50 years' service were presented to the King and Queen, who shook hands and chatted with them.

The King inquired the age of the man who appeared to be the senior. The reply was: "I am 73 years old, sir."

The Queen, noting the man's youthful appearance, exclaimed, "Seventy-three years young, you mean!"

Their Majesties were photographed sitting in front of a group of workpeople each with a miniature of 45 years' service, and surrounded by officers of the company. The group was posed in front of an engine.

Later they drove to the Mansion House to take tea with the Lord Mayor and Lady Mayoress.

NEW REGIME IN SPAIN.

DICTATORSHIP TO END.

THE KING'S DESIRE.

Madrid.
It is believed that the Spanish Legislative Assembly will meet in October. Meanwhile the Government is trying to secure the support of men prominent in science, letters, and politics with a view to their collaborating with the Assembly, without involving them in the actual regime, but securing their moral assistance. The consent of the ex-Premier, Senor Maura, has just been obtained. If the decree is supported by men of standing the King will probably convoke the Assembly for October, and its meeting is expected to effect definite advantages for the country, regulating the period of transition from the present dictatorship to the normal constitution.

The re-establishment of the constitution is ardently desired by the King, General Primo de Rivera, who has gained much in political influence, would probably be chosen as Prime Minister. His political skill marks him out as particularly capable of coping with the problems which would ensue upon a change of government.

THE KING AND THE NAVY.

15 YEARS' SERVICE WITH THE FLEET.

SEVERAL COMMANDS.

We were recently reminded that it is half a century ago since the King entered the old *Britannia* as a naval cadet. With him went his elder brother, Edward, more generally known as Prince Albert Victor, afterwards Duke of Clarence. Prince Edward had but recently recovered from a severe illness when he went to Dartmouth, and as he had little taste for the sea he did not take his training very seriously. Not so the King, who promptly revealed that inherent love for the sea which he has never lost. He showed marked aptitude for boat sailing and practical seamanship. Apart from being berthed in special quarters, the Royal brothers were treated like the rest of the cadets, conforming to the routine in every particular. Lieut. Guy Mainwaring, the "Number One" of the *Britannia*, was the officer directly responsible for their training, and it was a source of profound satisfaction when, at the final examination, Prince George passed in a very creditable fashion. Capt. Henry Fairfax was in command of the *Britannia*.

In 1880 the two Princes embarked in the *Bacchante*, commanded by Capt. Lord Charles Scott, and forming a unit of the Detached Squadron under Adml. the Earl of Clanwilliam. In this ship they went round the world being promoted midshipmen in the course of the voyage. On the return of the *Bacchante* Prince Edward gave up the sea and afterwards joined the Army, entering the 10th Hussars. The King, however, carried on. In 1886 he was appointed to the *Dreadnought* as a lieutenant and, after serving for two years in her in the Mediterranean, was transferred to the *Alexandra*, flagship of the Duke of Edinburgh.

In 1889 he received his first command, being appointed to the torpedo-boat No. 79 for the naval manoeuvres. He greatly distinguished himself by rendering valuable assistance to a vessel in distress. In May, 1890, he was appointed to command the new gunboat *Thrush*, and spent about a year in her on the North American Station. On his return to England he was promoted commander, and in that rank, in lieu of a captain, commanded the new cruiser *Mercury* for the naval manoeuvres of 1892. After remaining in her for two months he came ashore, and shortly afterwards was created Duke of York and promoted captain.

It will thus be seen that his Majesty had a continuous naval career extending over fifteen years, and when he is occasionally referred to as "Our Sailor King" the term has a very much more practical justification than the present generation quite realises.—*Naval and Military Record*.

SECRET OF A BRITISH SUNDAY.

WHAT THE POLICEMAN TOLD A GERMAN.

Berlin.
A German who arrived at Newcastle on a wet Sunday night has given the readers of the *Frankfurter Zeitung* an account of his deplorable experiences in the city. Having nothing whatever to do, he tried to find a cinema. He writes:

Nothing, nothing, nothing, everything shut up. Sunday rest. A crowd of people were loitering about and going into the public-houses, which, illogically enough, were closed. Children, waiting for their drunken parents, played before the doors of these public-houses, and theatres and cinemas were sacrificed to Sunday rest.

The poor German asked a policeman whether there was nowhere a theatre or cinema or concert hall which was open. There was nothing.

I asked the policeman indignantly what the devil the people of Newcastle did on Sunday. The giant bent down in a fatherly way, touched me on the shoulder and said the classic word: "Sweetheating." He had sketched the English Sunday in a single word, and delicately too.

The German went sadly on his way and suddenly, to his surprise, he saw a brilliantly lit-up cinema. He darted in. The booking-office was closed, but a door opened and a dignified old man came out, and when the German asked if he could buy a ticket explained that a meeting was in progress to which "any pious person may come in."

The German added: "I am afraid that I upset him with a selection of English swear words of which I have an unusually rich supply for a foreigner."

WEEDING OUT BOGUS NOBLES.

MUSSOLINI'S NEW LAW.

HEAVY FINES FOR USERS.

Rome.
Hard times are forecast for Italy's fake nobility when Signor Mussolini pushes through a plan he is at present meditating for making the improper use of titles of nobility a punishable offence. Italy has the oldest nobility in Europe. The oldest family is that of Prince Massimo, who claims descent from that famous Quintus Fabius, Maximus Cunctator who commanded Rome's legions in the wars against Hannibal.

Side by side with these fine old families there exists, however, as abundant a crop of pseudo barons, spurious counts, and bogus princes as can be found anywhere else in the world.

Last century the sale of titles, especially in Southern Italy, reached lengths almost beyond belief. A regular tariff existed and anyone with the required amount of money could purchase any title he fancied.

40,000 Real Claims.

The result has been that the number of people with more or less properly acquired titles is extremely great, and the laws and regulations have always been so lax that thousands more fell into the practice of arbitrarily taking a "count" or a "marquis" in front of their names, such titles becoming legitimated by constant use.

A heraldic commission has been set up and, it is understood, will draw up a list of about 8,000 families and 40,000 individuals who have legitimate claims to titles. As soon as the list is ready a law will be passed making it illegal for anyone not included to use a title. Anyone so much as writing a modest "baron" in front of his name on his visiting card or painting a crest on the door of his motor-car will be required to pay a fine ranging from 1,000 to 5,000 lire, with heavier penalties to follow if the offence is repeated.

The bulk of Italian nobles look forward with glee to all the spurious counts, barons, dukes, and princes being pushed off their false pedestals.

SEVEN RULES FOR MARRIAGE.

PHILOSOPHY OF DIVORCE COURT JUDGE.

Seven rules for a happy marriage are offered by Judge Joseph Sabath, of Chicago, who has presided over no fewer than 25,000 divorce trials.

"There must be rules for every game," says Judge Sabath, "and the matrimonial game will be smoother if you remember that in a sense you are being reincarnated; that you are beginning a new life, assimilating a new viewpoint, entering a new sphere."

The following seven rules in the judge's opinion contain the essence of a successful marriage:

1. Keep in step with your partner's mind, body and soul.
2. Remember that vulgarity and successful marriage are mortal enemies.
3. Compromise is the anti-toxin that destroys the germ of divorce.
4. To have mothers-in-law is fortunate, but to live with them is dangerous, and to criticise them is fatal.
5. Find out your beloved's ideas of matrimony, ethics before the wedding; then make them the basis of your love life.
6. Park your past at the altar and never go back to claim it.
7. Courtship is the preparatory school for the college of matrimony. The real study of the art of love begins on the honeymoon and lasts a lifetime.

FRAGMENTS OF NIBELUNGEN MANUSCRIPTS FOUND.

Berlin.
Fragments of a Nibelungen manuscript, which is believed to be one of the oldest in existence, were discovered by Dr. Herman Menhard, director of the Klagenfurt Library, at Klagenfurt, Austria, while he was cataloguing the ancient handwritings of the Carinthian archives.

The fragments are written in the Bavarian-Austrian language of the Middle Ages and are supposed to have belonged to a wandering minstrel of the twelfth or thirteenth century. They are closely written in columns of thirty lines each on a page and are without the ornate initials at the beginning of chapters, customary in manuscripts of a later period.

WIDOW ACCUSES SOCIALISTS.

SAYS THAT HER HUSBAND WAS HOUNDED TO DEATH.

TRAFFIC SUPERINTENDENT'S STORY OF MAN UNFIT FOR DUTY.

Strong allegations against Hull Socialist Party were made at an inquest by the widow of Edwin Harvey Drinkwater, forty-nine, a tramway inspector, of the Lundhurst Club, Hull.

He was found dying in his bedroom, suffering from poisoning, and the tragedy was said to be a sequel to the friction which has existed since the general strike between the local Socialist Party and the men who, after acting as volunteers on the Hull Corporation tramways, were retained in "permanent situations."

Mr. Drinkwater's son said he found his father in bed under an eiderdown with a bottle of ammonia by his side.

He said: "Father, have you been drinking this?" His father could not speak, but nodded his head.

Charles Frederick Ellwood, a traffic superintendent on the Hull tramways, said he found Mr. Drinkwater coming out of a barber's shop.

Mr. Drinkwater's speech was thick, and witness came to the conclusion that he was unfit to continue duty.

Widow's Protest.

He sent him home and told him to report to the general manager next day.

The Coroner: Has anyone any questions to ask?

The Widow: Yes, I have. My husband was a temperate man, and if the suggestion is that he was intoxicated I protest.

"I can bring six witnesses to prove he was not intoxicated either when he left the house or when he came back," she added.

"It was persecution, and nothing else. They hounded him to death."

Tek Coroner: Who have hounded him to death?—The Socialist Party, because he got a job when they would not work.

I am afraid it is rather a serious statement to make.

The Widow: I am not the only one who knows he has been persecuted. The reason his speech was thick was because of his throat. At times he could scarcely speak.

The widow added that her husband, when he got home, said to her: "The Labour Party are determined to get me out of my job. It is not worth the candle."

Mrs. Drinkwater added that her husband was afraid he was suffering from cancer, and he had been depressed, because two years ago he lost a responsible position in a shipping office which he had held for twenty-eight years.

The coroner returned a verdict of Suicide while of unsound mind, and said persecution had been mentioned in such a way as to impart into the case that it might have been a factor in bringing about the man's state of mind.

HOUSING IN NEW YORK.

"CAVE-MAN" CONDITIONS.

New York.
So far as light and ventilation are concerned, New Yorkers are dwelling in conditions far inferior to London—in fact, many of them are living like the cave-dwellers of prehistoric times.

This is not a statement by a critical European tourist, but the substance of the evidence given before the City Commission of inquiry by Mr. Lawrence Veiller, Secretary of America's National Housing Association, which is now engaged in an effort to secure more and better tenements for the American metropolis. New York was pictured as an island surrounded by skyscraper blockades, which prevented the free play of air and light in the buildings so encircled.

It was agreed that no dwellings to be erected hereafter should be sanctioned unless the rooms, either by facing the street or a court, have direct access to the outer air.

As things are to-day, quite a number of New Yorkers of the working class live in dark, stuffy holes, regardless of the laws of health. Mr. Veiller said that in England there must be a space of eighty-two feet, not six feet, as in New York, between five-storey tenements, so that the sun can penetrate for some part of the day to the lower stories. It was recommended to the Commission that all new houses be equipped with a special window glass which allows the ultra-violet rays to penetrate, thus, according to the latest medical investigation, are highly important for the preservation of health, and cure of many diseases, including rickets.

WAR TIME BABIES NOT INFERIOR.

UP TO, IF NOT ABOVE AVERAGE MENTALITY.

HOSPITAL DIRECTOR'S DEFENCE.

LONDON, June 18th.

So persistent has been the talk in England about the "inferiority" of babies born during the war that women here feel called upon to rise in defence of such offspring. It is said by some mothers of war-time babies that the youngsters, now reaching conversational age, are actually handicapped by this pseudo scientific gossip. Many a child has returned home from school in tears, they say, after being called contemptuously by younger or older children a "stupid war-time child."

Mr. George Verity, chairman of the famous Charing Cross Hospital has entered a vigorous defence of the war years' babies. He challenges the headmaster of the Harrow boys' school and others who have been critics of war-year babies to produce any real evidence that their contentions are founded upon fact.

Babies Above Rather Than Below Average.

No statement, he says, could be further from the truth than that which credits war babies with inferior brains. He knows many kiddies of both sexes born during the actual war years—hundreds were thus born in the great hospital that he heads or in various institutions with which he is associated—and he says that, if anything, these youngsters now are above rather than below the average.

Mr. Verity says that children born during periods of general mental stress have, if anything, a shade more chance of being mentally bright than children born during periods when minds are at ease and humanity, speaking generally, is comfortably lazy.

Mentally Alert and Especially Bright.

He says that if the mothers of war-time babies in America or elsewhere, unless, perhaps, in Germany, where for a time there was some actual shortage of nourishing food, will compare their offspring fairly with the kiddies of the commonplace, indolent years, they will find their own quite as mentally alert and even perhaps especially bright and—as physically—strong. He wishes all the talk about inferior war-time babies might be stopped. He believes it may produce unfortunate psychological effects upon the young people to whom it refers.

THE MYSTERY OF MANX CATS.

(By W. REDPATH-SCOTT, IN THE "DAILY MAIL.")

The Isle of Man has a little export trade which is never mentioned in the official returns. It is the export of Manx cats, and it goes on steadily all through the summer.

Crossing from Douglas to Liverpool last week I noticed that four women passengers in the ship were bringing back Manx cats as holiday souvenirs. Apart from the distinction of being tailless Manx cats have a good reputation as mousers.

But cats are not much in evidence on the Isle of Man. During a holiday there recently I saw only one.

Although so many Manx cats are taken away every summer by visitors, there is no sign of the breed dying out. Several people on the island make a business of rearing and selling them, and I was told that a good specimen could be bought for £10.

How the Isle of Man came to possess this race of tailless cats is a mystery.

There is a romantic theory that they are descendants of tailless cats from Spain which escaped on to the island when two ships of the Armada were wrecked off Spanish Point, near Port Erin.

Some naturalists hold that the Manx cat is merely the result of a cross between an ordinary British cat and a rabbit. They point out that the hind legs of the tailless cat are bigger than those of the ordinary cat and much more like the hind legs of a rabbit. Another theory is that the cats were originally brought to the island from Japan.

An amusing explanation, current in Manx nurseries, is that the Manx cat was the last of the animals to get into the Ark, and that its unpopularity cost it its tail, which was trapped when Noah slammed the door.

Said the cat, and he was Manx. Oh, Captain Noah, wait! I'll chase the mice to give you thanks.

And pay for being late. So the cat got in—but oh! His tail was just too slow!

THE "NELSON'S" GUNNERY TRIALS.

WHY THE "CHANNEL" WAS CHOSEN.

SHIPPING NOT GREATLY DELAYED?

Although no official statement has been vouchsafed upon the subject, it is generally understood that the recent heavy gun trials of the *Nelson* were in every way satisfactory. The new weapons, it is said, gave a thoroughly good account of themselves, and the mountings proved eminently satisfactory. The firing took place in the Channel, the battleship steaming at distances varying between ten and fifteen miles off Portland. The ranging was all seaward. The question has been asked why the crowded fairway of the Channel should be chosen for long-range shooting of this sort. The extreme range of the new 16in. gun is probably not less than 25 miles, and, assuming that the *Nelson* was even firing at anything approaching this distance, it is pretty clear that she was sweeping the Mid-Channel course of shipping. But there was never any question of the slightest risk to passing vessels. Four destroyers were strung out between the *Nelson* and the target to warn ships. It is possible that some little delay may have been occasioned to a few craft, but, as the destroyers were in communication with the battleship and knew just when she was going to fire and when she was going to be silent for a spell, this could not have amounted to very much.

Possibly some critics think that warships should be compelled to go well out into blue water to carry out target practice. The fact is that, with the precautions which the Admiralty insist upon nowadays, the only risk which exists in connection with shooting in coastal waters is that of broken windows from concussion. It was not always so. Old residents in Plymouth will recall several disastrous incidents amongst fishing craft occasioned by negligence during target practice. One of the worst of these occurred when Admiral Sir Edmund Fremantle was Port Admiral. Three or four hookers were hit and two men were killed. Steps were then taken to render the recurrence of such a tragedy virtually impossible. Naval men declared that the fishermen were really at fault. Be this as it may, naval target practice is now carried out under conditions which preclude all human possibility of disaster. A projectile with a muzzle velocity of about 2,000 foot-seconds does not take very long in its flight, and any gunlayer can calculate at a glance the safety margin necessary to ensure against any risk to an approaching vessel.—*Naval and Military Record.*

DEBUTANTE ROBBED OF JEWELS.

EARRINGS SHE WAS TO WEAR AT COURT.

Miss Valentine Fane, one of this season's debutantes, was robbed of two suitcases containing jewellery, frocks, silver hair brushes, and various articles which she had bought specially for her presentation at Court.

Miss Fane, who is a cousin of the Earl of Westmorland, was sitting on her Court dress at an establishment in Dover-street at the time. She had motored up the previous evening from her country home in Hertfordshire. Her car, containing the suitcases, was left in Berkeley-square while she went to the dress-makers.

She began her return journey to Hertfordshire, and only discovered her loss as she passed through Epping Forest.

She went immediately to the police at Epping, and then returned to London and reported her loss at Vine-street Police Station.

"I am especially distressed," said Miss Fane to a Press representative "because there was among the stolen articles a pair of antique gold earrings which my Court dress was designed to match."

Miss Fane manages single-handed her property in Hertfordshire. During the war she was in the V.A.D. She also took the place of a man who had worked in a garage, and later she drove a car for hire.

NEW YORK'S STRAY CATS.

HUDDLED IN ONE DISTRICT.

WAR SCARRED ROUGHS OF THE FELINE WORLD.

Age-old cities of the East are patrolled by pariah dogs who skulk about the streets, scavenging for a living, and at perpetual war with the world and with each other.

New York, one of the most modern of cities, has its population of animal vagrants—pariah cats, the outcasts of the feline world.

These cats follow the same curious instinct that draws criminals of every kind to huddle in one district. It is an old section of New York, where the streets are still called by names instead of numbers, a dingy section, a section occupied by dingy people, carrying on dingy trades, a section where the kebabs are eternally decorated with overflowing dustbins.

These dustbins are the homes of the outlaw cats of New York. Each cat has his own, almost invariably won in some desperate encounter, and only held in possession as long as some more cunning or stronger claimant does not appear.

The long, lean bodies of these toughs of the feline world bear witness to the desperate battles fought to live. There are cats with one eye, cats with missing ears, and cats with war-scarred fur. The fierce struggle for existence has driven these animals back to the savagery of their forest ancestors, but in addition they have acquired criminal cunning of the most vicious modern character.

Furtive, suspicious, even when attacking a few minutes of watchful sleep, ever solitary, always more ready to fight than to rat, probably because there are more opportunities, with a perpetual grievance against humanity, they are born, live, and die in the streets among cats.

If the struggle for life ever permits them the luxury of dreams, it may be that faint recollections materialise of their ancestors, the domestic pets of the early settlers in New York, and create a wishful longing for a cozier bed than the rubbish from a factory. But they have reverted to savagery, and the life of the vagrant is too strenuous to allow time for regrets.

A POWER FOR PEACE.

MINISTER SUGGESTS A LEAGUE OF THE PRESS.

"With the Press as much as—or more than—any other class has the power to ensure peace," said the Lord Mayor, Sir Rowland Blades, M.P., welcoming the delegates to the International Press Conference at the Guildhall, E.C. The conference was attended by representatives from 22 nations. Senhor Magalhães Lima, of Lisbon, is the President.

Sir Rowland described the Press of the world as a professional brotherhood working through national aspirations to "international well-being."

The delegates were entertained at luncheon by the Government at the Savoy Hotel, Mr. Godfrey Locker-Lampson (Parliamentary Under-Secretary for Foreign Affairs) presiding.

"The Press," said Mr. Locker-Lampson, "had the power to guide the actions of Governments; it could shape the course of industrial disputes, and make humanitarian movements successful or otherwise."

"But," he continued, "the Press has much wider powers than these. It can very largely determine the relations between Governments. It can minimise an international incident or magnify it. It can advocate peace or incite conflict. In a dangerous situation it may turn the scale one way or the other. The Press of the world, I am glad to say, realises its duties and responsibilities and does its best to fulfil them."

"I should like to see a League of the whole Press, having its object the encouragement of international goodwill."

Describing the conference as "The League of Journalism," Mr. T. P. O'Connor, M.P., at the first session at Stationer's Hall, said that no journalist had any excuse for either national or class prejudice. Of all the impartial tribunals of the world, the most impartial was the High Court of Literature.

BIG BERLIN.

Berlin covers more ground than any city in the world and its population is exceeded only by that of New York and of London. According to the somewhat heterogeneous statistics published by the Berlin statistical bureau, the city has 9,000 streets with 445 bridges, and 90,000 buildings with 1,600,000 apartments, besides 51,870 acres of forests.

The population numbers 38,000 infants under one year. There are 40 per cent. more women than men. Of the city's inhabitants, 3,000,000 are Protestants, 400,000 Catholics, and 172,000 Jews. Approximately 2,200,000 persons have employment of some kind or another and every year more than 25,000 marriages are contracted.



Cuticura Loveliness A Priceless Heritage

For generations mothers have been using Cuticura Preparations for all toilet purposes and have been teaching their daughters that daily use of them produces clear, smooth skin and healthy hair. They find the Soap pure and cleansing, the Ointment soothing and healing, should any irritations arise, and the Talcum an ideal toilet powder.

Send Cuticura Talcum soap throughout the world. British Patent: P. 1,000,000 & 1,000,001. Try the Cuticura Soaping Stick.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "NYANZA"

Captain L. M. Jones, P.M.A., carrying His Majesty's Mail, will be despatched from this Port on or about WEDNESDAY, 2nd AUGUST, 1927, at Noon, taking Cargo for the above Ports. SUEZ, Variables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Passengers will be required at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.

For further Particulars, apply to—MACKINNON, MACKENZIE & CO., Agents, Hong Kong, 27th July, 1927. [5161]

HONG KONG TIDE TABLE

From August 2nd to 8th, 1927.

Day of Week	Date	High Water	Low Water	High Water	Low Water
Tues.	2	11.0	5.1	11.0	5.1
Wed.	3	11.1	5.2	11.1	5.2
Thurs.	4	11.2	5.3	11.2	5.3
Fri.	5	11.3	5.4	11.3	5.4
Sat.	6	11.4	5.5	11.4	5.5
Sun.	7	11.5	5.6	11.5	5.6
Mon.	8	11.6	5.7	11.6	5.7

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

For 1st and 2nd Editions. For 3rd and 4th Editions. For 5th and 6th Editions. For 7th and 8th Editions. For 9th and 10th Editions. For 11th and 12th Editions. For 13th and 14th Editions. For 15th and 16th Editions. For 17th and 18th Editions. For 19th and 20th Editions. For 21st and 22nd Editions. For 23rd and 24th Editions. For 25th and 26th Editions. For 27th and 28th Editions. For 29th and 30th Editions. For 31st and 32nd Editions. For 33rd and 34th Editions. For 35th and 36th Editions. For 37th and 38th Editions. For 39th and 40th Editions. For 41st and 42nd Editions. For 43rd and 44th Editions. For 45th and 46th Editions. For 47th and 48th Editions. For 49th and 50th Editions. For 51st and 52nd Editions. For 53rd and 54th Editions. For 55th and 56th Editions. For 57th and 58th Editions. For 59th and 60th Editions. For 61st and 62nd Editions. For 63rd and 64th Editions. For 65th and 66th Editions. For 67th and 68th Editions. For 69th and 70th Editions. For 71st and 72nd Editions. For 73rd and 74th Editions. For 75th and 76th Editions. For 77th and 78th Editions. For 79th and 80th Editions. For 81st and 82nd Editions. For 83rd and 84th Editions. For 85th and 86th Editions. For 87th and 88th Editions. For 89th and 90th Editions. For 91st and 92nd Editions. For 93rd and 94th Editions. For 95th and 96th Editions. For 97th and 98th Editions. For 99th and 100th Editions. For 101st and 102nd Editions. For 103rd and 104th Editions. For 105th and 106th Editions. For 107th and 108th Editions. For 109th and 110th Editions. For 111th and 112th Editions. For 113th and 114th Editions. For 115th and 116th Editions. For 117th and 118th Editions. For 119th and 120th Editions. For 121st and 122nd Editions. For 123rd and 124th Editions. For 125th and 126th Editions. For 127th and 128th Editions. For 129th and 130th Editions. For 131st and 132nd Editions. For 133rd and 134th Editions. For 135th and 136th Editions. For 137th and 138th Editions. For 139th and 140th Editions. For 141st and 142nd Editions. For 143rd and 144th Editions. For 145th and 146th Editions. For 147th and 148th Editions. For 149th and 150th Editions. For 151st and 152nd Editions. For 153rd and 154th Editions. For 155th and 156th Editions. For 157th and 158th Editions. For 159th and 160th Editions. For 161st and 162nd Editions. For 163rd and 164th Editions. For 165th and 166th Editions. For 167th and 168th Editions. For 169th and 170th Editions. For 171st and 172nd Editions. For 173rd and 174th Editions. For 175th and 176th Editions. For 177th and 178th Editions. For 179th and 180th Editions. For 181st and 182nd Editions. For 183rd and 184th Editions. For 185th and 186th Editions. For 187th and 188th Editions. For 189th and 190th Editions. For 191st and 192nd Editions. For 193rd and 194th Editions. For 195th and 196th Editions. For 197th and 198th Editions. For 199th and 200th Editions. For 201st and 202nd Editions. For 203rd and 204th Editions. For 205th and 206th Editions. For 207th and 208th Editions. For 209th and 210th Editions. For 211st and 212th Editions. For 213th and 214th Editions. For 215th and 216th Editions. For 217th and 218th Editions. For 219th and 220th Editions. For 221st and 222nd Editions. For 223rd and 224th Editions. For 225th and 226th Editions. For 227th and 228th Editions. For 229th and 230th Editions. For 231st and 232nd Editions. For 233rd and 234th Editions. For 235th and 236th Editions. For 237th and 238th Editions. For 239th and 240th Editions. For 241st and 242nd Editions. For 243rd and 244th Editions. For 245th and 246th Editions. For 247th and 248th Editions. For 249th and 250th Editions. For 251st and 252nd Editions. For 253rd and 254th Editions. For 255th and 256th Editions. For 257th and 258th Editions. For 259th and 260th Editions. For 261st and 262nd Editions. For 263rd and 264th Editions. For 265th and 266th Editions. For 267th and 268th Editions. For 269th and 270th Editions. For 271st and 272nd Editions. For 273rd and 274th Editions. For 275th and 276th Editions. For 277th and 278th Editions. For 279th and 280th Editions. For 281st and 282nd Editions. For 283rd and 284th Editions. For 285th and 286th Editions. For 287th and 288th Editions. For 289th and 290th Editions. For 291st and 292nd Editions. For 293rd and 294th Editions. For 295th and 296th Editions. For 297th and 298th Editions. For 299th and 300th Editions. For 301st and 302nd Editions. For 303rd and 304th Editions. For 305th and 306th Editions. For 307th and 308th Editions. For 309th and 310th Editions. For 311st and 312th Editions. For 313th and 314th Editions. For 315th and 316th Editions. For 317th and 318th Editions. For 319th and 320th Editions. For 321st and 322nd Editions. For 323rd and 324th Editions. For 325th and 326th Editions. For 327th and 328th Editions. For 329th and 330th Editions. For 331st and 332nd Editions. For 333rd and 334th Editions. For 335th and 336th Editions. For 337th and 338th Editions. For 339th and 340th Editions. For 341st and 342nd Editions. For 343rd and 344th Editions. For 345th and 346th Editions. For 347th and 348th Editions. For 349th and 350th Editions. For 351st and 352nd Editions. For 353rd and 354th Editions. For 355th and 356th Editions. For 357th and 358th Editions. For 359th and 360th Editions. For 361st and 362nd Editions. For 363rd and 364th Editions. For 365th and 366th Editions. For 367th and 368th Editions. For 369th and 370th Editions. For 371st and 372nd Editions. For 373rd and 374th Editions. For 375th and 376th Editions. For 377th and 378th Editions. For 379th and 380th Editions. For 381st and 382nd Editions. For 383rd and 384th Editions. For 385th and 386th Editions. For 387th and 388th Editions. For 389th and 390th Editions. For 391st and 392nd Editions. For 393rd and 394th Editions. For 395th and 396th Editions. For 397th and 398th Editions. For 399th and 400th Editions. For 401st and 402nd Editions. For 403rd and 404th Editions. For 405th and 406th Editions. For 407th and 408th Editions. For 409th and 410th Editions. For 411st and 412th Editions. For 413th and 414th Editions. For 415th and 416th Editions. For 417th and 418th Editions. For 419th and 420th Editions. For 421st and 422nd Editions. For 423rd and 424th Editions. For 425th and 426th Editions. For 427th and 428th Editions. For 429th and 430th Editions. For 431st and 432nd Editions. For 433rd and 434th Editions. For 435th and 436th Editions. For 437th and 438th Editions. For 439th and 440th Editions. For 441st and 442nd Editions. For 443rd and 444th Editions. For 445th and 446th Editions. For 447th and 448th Editions. For 449th and 450th Editions. For 451st and 452nd Editions. For 453rd and 454th Editions. For 455th and 456th Editions. For 457th and 458th Editions. For 459th and 460th Editions. For 461st and 462nd Editions. For 463rd and 464th Editions. For 465th and 466th Editions. For 467th and 468th Editions. For 469th and 470th Editions. For 471st and 472nd Editions. For 473rd and 474th Editions. For 475th and 476th Editions. For 477th and 478th Editions. For 479th and 480th Editions. For 481st and 482nd Editions. For 483rd and 484th Editions. For 485th and 486th Editions. For 487th and 488th Editions. For 489th and 490th Editions. For 491st and 492nd Editions. For 493rd and 494th Editions. For 495th and 496th Editions. For 497th and 498th Editions. For 499th and 500th Editions. For 501st and 502nd Editions. For 503rd and 504th Editions. For 505th and 506th Editions. For 507th and 508th Editions. For 509th and 510th Editions. For 511st and 512th Editions. For 513th and 514th Editions. For 515th and 516th Editions. For 517th and 518th Editions. For 519th and 520th Editions. For 521st and 522nd Editions. For 523rd and 524th Editions. For 525th and 526th Editions. For 527th and 528th Editions. For 529th and 530th Editions. For 531st and 532nd Editions. For 533rd and 534th Editions. For 535th and 536th Editions. For 537th and 538th Editions. For 539th and 540th Editions. For 541st and 542nd Editions. For 543rd and 544th Editions. For 545th and 546th Editions. For 547th and 548th Editions. For 549th and 550th Editions. For 551st and 552nd Editions. For 553rd and 554th Editions. For 555th and 556th Editions. For 557th and 558th Editions. For 559th and 560th Editions. For 561st and 562nd Editions. For 563rd and 564th Editions. For 565th and 566th Editions. For 567th and 568th Editions. For 569th and 570th Editions. For 571st and 572nd Editions. For 573rd and 574th Editions. For 575th and 576th Editions. For 577th and 578th Editions. For 579th and 580th Editions. For 581st and 582nd Editions. For 583rd and 584th Editions. For 585th and 586th Editions. For 587th and 588th Editions. For 589th and 590th Editions. For 591st and 592nd Editions. For 593rd and 594th Editions. For 595th and 596th Editions. For 597th and 598th Editions. For 599th and 600th Editions. For 601st and 602nd Editions. For 603rd and 604th Editions. For 605th and 606th Editions. For 607th and 608th Editions. For 609th and 610th Editions. For 611st and 612th Editions. For 613th and 614th Editions. For 615th and 616th Editions. For 617th and 618th Editions. For 619th and 620th Editions. For 621st and 622nd Editions. For 623rd and 624th Editions. For 625th and 626th Editions. For 627th and 628th Editions. For 629th and 630th Editions. For 631st and 632nd Editions. For 633rd and 634th Editions. For 635th and 636th Editions. For 637th and 638th Editions. For 639th and 640th Editions. For 641st and 642nd Editions. For 643rd and 644th Editions. For 645th and 646th Editions. For 647th and 648th Editions. For 649th and 650th Editions. For 651st and 652nd Editions. For 653rd and 654th Editions. For 655th and 656th Editions. For 657th and 658th Editions. For 659th and 660th Editions. For 661st and 662nd Editions. For 663rd and 664th Editions. For 665th and 666th Editions. For 667th and 668th Editions. For 669th and 670th Editions. For 671st and 672nd Editions. For 673rd and 674th Editions. For 675th and 676th Editions. For 677th and 678th Editions. For 679th and 680th Editions. For 681st and 682nd Editions. For 683rd and 684th Editions. For 685th and 686th Editions. For 687th and 688th Editions. For 689th and 690th Editions. For 691st and 692nd Editions. For 693rd and 694th Editions. For 695th and 696th Editions. For 697th and 698th Editions. For 699th and 700th Editions. For 701st and 702nd Editions. For 703rd and 704th Editions. For 705th and 706th Editions. For 707th and 708th Editions. For 709th and 710th Editions. For 711st and 712th Editions. For 713th and 714th Editions. For 715th and 716th Editions. For 717th and 718th Editions. For 719th and 720th Editions. For 721st and 722nd Editions. For 723rd and 724th Editions. For 725th and 726th Editions. For 727th and 728th Editions. For 729th and 730th Editions. For 731st and 732nd Editions. For 733rd and 734th Editions. For 735th and 736th Editions. For 737th and 738th Editions. For 739th and 740th Editions. For 741st and 742nd Editions. For 743rd and 744th Editions. For 745th and 746th Editions. For 747th and 748th Editions. For 749th and 750th Editions. For 751st and 752nd Editions. For 753rd and 754th Editions. For 755th and 756th Editions. For 757th and 758th Editions. For 759th and 760th Editions. For 761st and 762nd Editions. For 763rd and 764th Editions. For 765th and 766th Editions. For 767th and 768th Editions. For 769th and 770th Editions. For 771st and 772nd Editions. For 773rd and 774th Editions. For 775th and 776th Editions. For 777th and 778th Editions. For 779th and 780th Editions. For 781st and 782nd Editions. For 783rd and 784th Editions. For 785th and 786th Editions. For 787th and 788th Editions. For 789th and 790th Editions. For 791st and 792nd Editions. For 793rd and 794th Editions. For 795th and 796th Editions. For 797th and 798th Editions. For 799th and 800th Editions. For 801st and 802nd Editions. For 803rd and 804th Editions. For 805th and 806th Editions. For 807th and 808th Editions. For 809th and 810th Editions. For 811st and 812th Editions. For 813th and 814th Editions. For 815th and 816th Editions. For 817th and 818th Editions. For 819th and 820th Editions. For 821st and 822nd Editions. For 823rd and 824th Editions. For 825th and 826th Editions. For 827th and 828th Editions. For 829th and 830th Editions. For 831st and 832nd Editions. For 833rd and 834th Editions. For 835th and 836th Editions. For 837th and 838th Editions. For 839th and 840th Editions. For 841st and 842nd Editions. For 843rd and 844th Editions. For 845th and 846th Editions. For 847th and 848th Editions. For 849th and 850th Editions. For 851st and 852nd Editions. For 853rd and 854th Editions. For 855th and 856th Editions. For 857th and 858th Editions. For 859th and 860th Editions. For 861st and 862nd Editions. For 863rd and 864th Editions. For 865th and 866th Editions. For 867th and 868th Editions. For 869th and 870th Editions. For 871st and 872nd Editions. For 873rd and 874th Editions. For 875th and 876th Editions. For 877th and 878th Editions. For 879th and 880th Editions. For 881st and 882nd Editions. For 883rd and 884th Editions. For 885th and 886th Editions. For 887th and 888th Editions. For 889th and 890th Editions. For 891st and 892nd Editions. For 893rd and 894th Editions. For 895th and 896th Editions. For 897th and 898th Editions. For 899th and 900th Editions. For 901st and 902nd Editions. For 903rd and 904th Editions. For 905th and 906th Editions. For 907th and 908th Editions. For 909th and 910th Editions. For 911st and 912th Editions. For 913th and 914th Editions. For 915th and 916th Editions. For 917th and 918th Editions. For 919th and 920th Editions. For 921st and 922nd Editions. For 923rd and 924th Editions. For 925th and 926th Editions. For 927th and 928th Editions. For 929th and 930th Editions. For 931st and 932nd Editions. For 933rd and 934th Editions. For 935th and 936th Editions. For 937th and 938th Editions. For 939th and 940th Editions. For 941st and 942nd Editions. For 943rd and 944th Editions. For 945th and 946th Editions. For 947th and 948th Editions. For 949th and 950th Editions. For 951st and 952nd Editions. For 953rd and 954th Editions. For 955th and 956th Editions. For 957th and 958th Editions. For 959th and 960th Editions. For 961st and 962nd Editions. For 963rd and 964th Editions. For 965th and 966th Editions. For 967th and 968th Editions. For 969th and 970th Editions. For 971st and 972nd Editions. For 973rd and 974th Editions. For 975th and 976th Editions. For 977th and 978th Editions. For 979th and 980th Editions. For 981st and 982nd Editions. For 983rd and 984th Editions. For 985th and 986th Editions. For 987th and 988th Editions. For 989th and 990th Editions. For 991st and 992nd Editions. For 993rd and 994th Editions. For 995th and 996th Editions. For 997th and 998th Editions. For 999th and 1000th Editions. For 1001st and 1002nd Editions. For 1003rd and 1004th Editions. For 1005th and 1006th Editions. For 1007th and 1008th Editions. For 1009th and 1010th Editions. For 1011st and 1012th Editions. For 1013th and 1014th Editions. For 1015th and 1016th Editions. For 1017th and 1018th Editions. For 1019th and 1020th Editions. For 1021st and 1022nd Editions. For 1023rd and 1024th Editions. For 1025th and 1026th Editions. For 1027th and 1028th Editions. For 1029th and 1030th Editions. For 1031st and 1032nd Editions. For 1033rd and 1034th Editions. For 1035th and 1036th Editions. For 1037th and 1038th Editions. For 1039th and 1040th Editions. For 1041st and 1042nd Editions. For 1043rd and 1044th Editions. For 1045th and 1046th Editions. For 1047th and 1048th Editions. For 1049th and 1050th Editions. For 1051st and 1052nd Editions. For 1053rd and 1054th Editions. For 1055th and 1056th Editions. For 1057th and 1058th Editions. For 1059th and 1060th Editions. For 1061st and 1062nd Editions. For 1063rd and 1064th Editions. For 1065th and 1066th Editions. For 1067th and 1068th Editions. For 1069th and 1070th Editions. For 1071st and 1072nd Editions. For 1073rd and 1074th Editions. For 1075th and 1076th Editions. For 1077th and 1078th Editions. For 1079th and 1080th Editions. For 1081st and 1082nd Editions. For 1083rd and 1084th Editions. For 1085th and 1086th Editions. For 1087th and 1088th Editions. For 1089th and 1090th Editions. For 1091st and 1092nd Editions. For 1093rd and 1094th Editions. For 1095th and 1096th Editions. For 1097th and 1098th Editions. For 1099th and 1100th Editions. For 1101st and 1102nd Editions. For 1103rd and 1104th Editions. For 1105th and 1106th Editions. For 1107th and 1108th Editions. For 1109th and 1110th Editions. For 1111st and 1112th Editions. For 1113th and 1114th Editions. For 1115th and 1116th Editions. For 1117th and 1118th Editions. For 1119th and 1120th Editions. For 1121st and 1122nd Editions. For 11

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THROUGH NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY-19 DAYS.

STEAMERS	Days Home from or about	Sailings from or about
CHANGTE	9th August	19th August
TAIPING	13th September	23rd September
CHANGTE	17th October	27th October
TAIPING	21st November	31st November

For Freight and Passage, apply to—BUTTERFIELD & SWIRE, Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BEDFORD"	Via Suez Canal	9th August
S.S. "MENTOR"	Via Suez Canal	23rd August
S.S. "CITY OF NORWICH"	Via Suez Canal	11th September

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, ON THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN
PASSENGER AND
FREIGHT SERVICE.



Cabin class: £73 4s. Od.
Intermediate class: £48 2s. Od.
To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
---	--	--

S.S. "GOTHA"	30th August, 1927.	26th August, 1927.
S.S. "SAARBRÜCKEN"	27th Sept.	24th Sept.
S.S. "COBLENZ"	24th Oct.	21st Oct.
S.S. "FULDA"		19th Nov.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:
S.S. "FRANKEN" on or about 6th Aug. from Hong Kong.

NEXT ARRIVAL FROM EUROPE:
S.S. "ANHALT" on or about 14th Aug. in Hong Kong.
S.S. "NUERNBERG" on or about 14th Sept. in Hong Kong.

* There are still a few comfortable cabins available on this steamer.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone C. 4567. Agents, HONG KONG. (30)

PRINCE LINE

IMPROVED SERVICE

BY
FAST MOTOR VESSELS

TO
BOSTON
AND
NEW
YORK

M.V. "JAVANESE PRINCE" ... 23rd August, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnpina. King's Building. (19)

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE
Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scurvy, glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.1, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO" REMEDIES on Government Stamp. Sold by Leading Chemists.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

July 31st.
Calula, British str., 2,574 tons.
Capt. James W. Bundred, from Manila, which port she left on July 23rd, with a general cargo, lying at buoy No. B12—Doddwell & Co.

Heng Cheong, Chinese str., 1,111 tons.
Capt. M. Wikman, from Bangkok and Hoibow, with a general cargo, lying at buoy No. C40—Kwang Nguan Seng.
Hain Chang, Chinese str., 1,233 tons.
Capt. H. A. Kornfeldt, from Shanghai, which port she left on July 27th, with a general cargo, lying at Chint Merchant Wharf—C.M.S.N. Co.

Penang Maru, Japanese str., 3,214 tons.
Capt. S. Hirose, from Yokohama and Moji. The latter port she left on July 25th, with a general cargo, lying at Kowloon Wharf—N.Y.K.
Standard Arrow, American str., 4,500 tons.
Capt. William F. Douglas, from Calcutta, which port she left on July 19th, lying at Laichikok—Standard Oil Co.

Tak Hing, Chinese str., 105 tons.
Capt. Ho Yuan, from Antau, with a general cargo, lying at Luem Cheong Wharf—Fook Hoi Co.

August 1st.
Empress of Canada, British str., 12,511 tons.
Capt. A. J. Bailey, port she left on July 30th, with hemp, gunnies and general cargo, amounting to 340 tons, lying at Kowloon Wharf—C.P.R.

Haiching, British str., 1,267 tons.
Capt. A. H. Stewart, from Fochow and port, with a general cargo, lying at Douglas Wharf—Douglas S.S. Co.
Menado Maru, Japanese str., 1,294 tons.
Capt. N. Sasaki, from Keelung and Swatow, with a general cargo, lying at O.S.K. Wharf—O.S.K.

Turbo, British str., 2,378 tons.
Capt. H. J. Satterley, from San Francisco and Yokohama. The latter port she left on July 24th, 6,390 tons of general cargo, lying at North Point—A.P.C.

CLEARANCES.

August 1st.
Chung Hing, for Kwang Chow Wan Highway, for Swatow.
Haidie, for Hongkong.
Hua Jing, for Saigon.
Hydrangea, for Swatow.
Penang Maru, for Singapore.
President Madison, for San Francisco.
Standard Arrow, for San Pedro de Macoris, for Amoy.

PASSENGERS.

ARRIVALS.
Per R.M.S. Empress of Canada, on August 1st, from Manila, for Hong Kong: Mr. D. E. Capplemann, Mr. A. K. Chin, Mr. H. V. Kaitenborn, Mr. K. T. Kam, Mr. N. Lee, Mr. C. P. Lin, Mr. F. H. Manter, Mr. T. Fitchard, Lieut. J. W. F. Treadwell, Mr. G. Whismulder, Mr. S. Yang, Master Y. Yang, Miss D. Armstrong, Miss Y. Lorente, Rev. and Mrs. L. W. Faucett, Misses M. E. and V. Faucett, Master A. Faucett, Mr. D. Ferry, Miss L. K. Griffith, Mr. B. de Jesus, Mr. G. Luffray, Major R. M. McDowell, Capt. W. M. White, Mr. M. Ouy, Mr. A. Pessumal, Mr. E. Romualdez, and Mr. M. Romualdez.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Russia arrived at Yokohama at 7.30 a.m. on Monday, left Yokohama at 4 p.m. on Monday, and is due at Hong Kong at 5 p.m. on Monday, August 6th.

THE YACHT "ALICE" RELEASED.

CHARGE OF ILLICIT ARMS TRADED WITH CHINA DISMISSED.

Ruling that the yacht Alice had not violated any local customs laws, Judge Imperial at Manila last week reversed the decisions of the Insular collector of customs and the collector of customs at Cebu, and ordered them to turn over the yacht to its owner, M. C. Cleland, a merchant in Cebu.

Following an administrative investigation conducted by the local customs authorities, the yacht Alice was ordered to be confiscated for alleged violation of the local laws in that it left the islands without having notified authorities here. The yacht owner was also charged with having sailed to China for the express purpose of engaging in the illegal traffic of arms and opium. All the allegations of the government were found to be unsupported by evidence.

The government charged the yacht with having left the port of Cebu on July 14th and that it stayed in Amoy, China, between July 20th and August 7th. These charges of the government were disproved by the owner of the yacht by showing that during the period of time, the yacht was at Lubang, Mindoro, undergoing repairs.

The yacht Alice was formerly known as Cecilia and was then owned by J. Andeabroke.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT" LINERS

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT JACKSON	Tuesday, Aug. 16th
PRESIDENT MCINLEY	Tuesday, Aug. 30th
PRESIDENT LINCOLN	Tuesday, Sept. 13th
PRESIDENT CLEVELAND	Tuesday, Sept. 27th
PRESIDENT PIERCE	Tuesday, Oct. 11th

Thereafter fortnightly sailings on Tuesdays.

HONG KONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
Aug. 10	San Francisco	Majestic	Sept. 3	Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	Sept. 27
Aug. 30	San Francisco	Homeria	Oct. 1	Oct. 7
Sept. 7	Seattle	Aquitania	Oct. 5	Oct. 11
Sept. 13	San Francisco	Majestic	Oct. 12	Oct. 18
Sept. 21	Seattle	Mauretania	Oct. 15	Oct. 21
Sept. 27	San Francisco	Olympic	Oct. 22	Oct. 28
Oct. 5	Seattle	Berengaria	Oct. 25	Oct. 31
Oct. 11	San Francisco	Leviathan	Nov. 2	Nov. 8
Oct. 19	Seattle	Aquitania	Nov. 5	Nov. 11

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT PIERCE	Wednesday, Aug. 10th
PRESIDENT TAFT	Wednesday, Aug. 24th
PRESIDENT JEFFERSON	Wednesday, Sept. 7th
PRESIDENT GRANT	Wednesday, Sept. 21st
PRESIDENT MADISON	Wednesday, Oct. 5th

Thereafter fortnightly sailings on Wednesdays.

TO EUROPE AND NEW YORK

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK

PRESIDENT POLK	Tuesday, Aug. 2nd	8.00 a.m.
PRESIDENT ADAMS	Tuesday, Aug. 16th	8.00 a.m.
PRESIDENT GARFIELD	Tuesday, Aug. 30th	8.00 a.m.
PRESIDENT HARRISON	Tuesday, Sept. 13th	8.00 a.m.
PRESIDENT MONROE	Tuesday, Sept. 27th	8.00 a.m.

(Thereafter fortnightly) sailings on Tuesdays.

TO MANILA.

PRESIDENT POLK	Aug. 2nd	8.00 a.m.
PRESIDENT PIERCE	Aug. 2nd	8.00 p.m.
PRESIDENT JACKSON	Aug. 8th	8.00 a.m.
PRESIDENT ADAMS	Aug. 16th	8.00 a.m.
PRESIDENT TAFT	Aug. 16th	8.00 p.m.

For Passenger and Freight Rates apply to

THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (Ground Floor). Telephone: Central 2177, 2478 & 795.

"NELSON" AND "RODNEY."

DEVONPORT M.P. ASKS FOR DETAILS OF COST.

Mr. Horro-Belisha, M.P. for Devonport, failed to secure details of the expenditure which has been made on the construction of the Nelson and Rodney in the House of Commons.

He asked the First Lord of the Admiralty, with reference to the cost of the warships Nelson and Rodney—£7,000,000—how much had been paid to the designer, the costs of materials, including steel plates, armour, gun turrets, boilers, guns, wireless, mechanism, etc., and the amount of salary and wages paid to men actually engaged upon the two ships.

Lieut.-Col. Headlam replied that the Nelson and Rodney were contract-built ships, and the orders were placed on the basis of tenders at fixed prices. The amounts paid

WARSHIPS IN PORT.

Warships in port yesterday were: North Wall, Delhi; South Wall Basin, Wild Swan; East Wall Basin, S/Ms. L.15 and L.19; West Wall Dock, Vindicator; La Docks, Moorhen and Fortlet; Talkoo Dock, Foxglove; Kowloon Dock, Sterling; No. 1 Buoy, Argus; No. 8 Buoy, Emerald; No. 7 Buoy, Dauntless; No. 13 Buoy, Tarantula; No. 18 Buoy, Ruthenia; No. 25 Buoy, Kharak.

by the several contractors—for materials and in salaries and wages were consequently not known to the Admiralty.

A sum for establishment and incidental charges for these ships, assessed on the basis customary in Admiralty accounts, was shown in the programme of shipbuilding appended to the Navy Estimates, 1927, as an addition to the direct costs, but the actual cost of the time spent by Admiralty officials on design work for these ships had not been separately recorded.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

OSAKA via AMOY, MOJI, YOKOHAMA & KOBE.	"KUMSANG"	Wednesday, 3rd Aug., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI.	"YATSHING"	Wednesday, 3rd Aug., at 10 a.m.
CANTON	"WAISHING"	Thursday, 4th Aug., at 9 a.m.
TSINGTAU via SWATOW & SHANGHAI.	"KWONGSANG"	Thursday, 4th Aug., at 10 a.m.
SHANGHAI via SWATOW	"YUNSANG"	Thursday, 4th Aug., at Noon
HAIPHONG	"MINGSANG"	Friday, 5th Aug., at 8 a.m.
SANDAKAN	"HINSANO"	Friday, 5th Aug., at 3 p.m.
STRAITS & CALCUTTA	"HOSANG"	Saturday, 6th Aug., at 8 p.m.
TSINGTAU via SWATOW & SHANGHAI.	"WAISHING"	Sunday, 7th Aug., at 10 a.m.
TIENTSIN	"CHIPSING"	Monday, 8th Aug., at 5 p.m.
KOBE via AMOY, SHAL, MOJI & YOKOHAMA.	"KUTSANG"	Wednesday, 10th Aug., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI.	"HOPSANG"	Wednesday, 10th Aug., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI.	"FOOSHING"	Sunday, 14th Aug., at 10 a.m.
STRAITS & CALCUTTA.	"FOOSANG"	Wednesday, 17th Aug., at 3 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD., GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENOGLE"	... (via Oran)	24th August
Motor Vessel "GLENGARRY"	... (via Oran)	21st September
Motor Vessel "GLENLUC"	... (via Oran)	19th October
Steamship "CARMARTHENSIRE"	...	2nd November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENGARRY"	... Due Hong Kong.
Motor Vessel "GLENLUC"	... 5th August
Motor Vessel "GLENGARRY"	... 18th August
Motor Vessel "GLENLUC"	... 8th September
Steamship "CARMARTHENSIRE"	... 18th September
Motor Vessel "GLENLUC"	... 29th September

For Freight, Passage and further Particulars, apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



LIGNES COMMERCIALES (Cargo Boats).

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKERQUE—

via "YANG TSE" ... 5th August

S.S. "YALOU" due to arrive from DUNKERQUE, LONDON, HAVRE about the 26th July.

SERVICES CONTRACTUELS (Mail Services)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles
PAUL LECAT	...	...	2nd Aug.
AMAZONE	...	...	18th Aug.
CHENONOUAUX	1st July	2nd Aug.	30th Aug.
ATHOS II	29th July	30th Aug.	27th Sept.
D'ARTAGNAN	12th Aug.	13th Sept.	11th Oct.
FORTEOS	26th Aug.	27th Sept.	25th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and First Doctor's Attendance.)
A Class 1st Class... £ 99. 0d. Od. B Class 1st Class... £ 85. 0d. Od.
STATERIES 2nd... £ 70. 0d. Od. STATERIES 3rd... £ 51. 0d. Od.
Through Tickets to London and Leaving Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice.)

For full Particulars, apply to—

Cie des MESSAGERIES MARITIMES.

Telephone: Central 740. 3, QUEEN'S BUILDING, CONSIGNATION—TRANSIT—REPRESENTATION. (3)

AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU" will sail hence on the 4th AUGUST

FOR SYDNEY, MELBOURNE & ADELAIDE

VIA HAIPHONG, MANILA, SANDAKAN, BALKIPAPAN, TABAUL, SAMARAI and NOUMEA.

DODWELL & CO., LTD.

171 Queen's Building. Tel. C. 1030.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, Sailings subject to alteration without notice.

FOR SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING ... Wednesday, the 3rd August, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Fuzhou) and Amoy or vice versa and Return by the same steamer at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Managers.

When you go home—go by Canadian Pacific to Europe

Only 9 days across Pacific
from Japan!

Shortest—Most
interesting
Way!



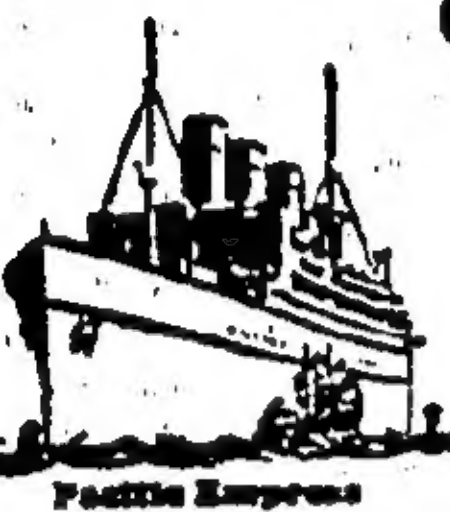
FAST travel time with cool comfort and variety of route will be invaluable to you or the members of your family on the return trip home. Empress of the Pacific is the largest and fastest Canadian Pacific ship on the shortest rail route across Canada... through North America's "50 Switzerland in One." And, from Montreal or Quebec, the Empress of the Atlantic and Cabin Class Ships sail one third the way to Europe on the sheltered St. Lawrence... with only about 4 days open sea. The splendid Empress of the Pacific are typical of Canadian Pacific Railway and Atlantic Service... all one management. Each transfer means but a step from one to the other. Observation and observation-compartment carry on its great scenic rail route. Magnificent hotels too... if you can carry at Victoria and Vancouver, at mile-high Banff and Lake Louise, at Montreal and Quebec.

Empress of Canada—Empress of Asia—Empress of Russia
Sailing frequently from Manila, Hong Kong, Shanghai, Kobe and Yokohama
to Vancouver via Victoria

Let a Canadian Pacific agent... or his representative, who will gladly call... all you have to do is to book your passage and... how comprehensive the service is in every respect and... how short and convenient the route.

Canadian Pacific

The World's Greatest
Travel System



N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
\$130, \$115, \$110, \$105, via SAN FRANCISCO.
\$140, \$125, via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Friday, 18th Aug., at Noon

TENYO MARU ... Monday, 22nd Aug., at Noon

KOREA MARU ... Tuesday, 29th Aug., at Noon

* Calls Keelung & Los Angeles, Canton, Hong Kong.

LONDON via Singapore, Suez, Marseilles & Ports.

KITANO MARU ... Saturday, 19th Aug., at 11 a.m.

HARUNA MARU ... Saturday, 27th Aug.

KAMO MARU ... Saturday, 10th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 21st Sept.

BOMBAY via Singapore, Penang & Colombo.

SEIYO MARU ... Tuesday, 16th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINTO MARU ... Saturday, 20th August, at Noon

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Wednesday, 10th Aug.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Thursday, 18th Aug.

ALOUA MARU ... Thursday, 25th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LYONS MARU ... Friday, 8th August

ALOUA MARU via Singapore, Penang & Rangoon.

TOTTOBI MARU ... Monday, 8th Aug.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 19th Aug.

SHANGHAI, KOBE & YOKOHAMA.

TOKUSHIMA MARU ... Thursday, 4th Aug.

KATOBI MARU ... Saturday, 12th Aug.

AKITA MARU ... Thursday, 18th Aug.

ATSUBA MARU ... Tuesday, 22nd Aug.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Dept.).

HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostok, China, Hong Kong, Manila, Singapore
and
Amoy, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

SAILINGS FOR EUROPE:

S.S. "OSMA" ... 7th Aug., 1927

S.S. "OSTREK" ... 4th Sept., 1927

ARRIVALS FROM EUROPE:

S.S. "ODEKKE" ... 22nd Aug., 1927

All passengers have a limited accommodation for Passengers.
For freight, Passages and further Particulars, Please Apply to—

AVA-CHINA-JAPAN LYN.

Agents: Yokohama, Central No. 1274, York Building

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL DISCHARGE LOW.

THROUGH CARGOES NORMAL.

Only nine vessels arrived into port during the 24 hours ended at 9 a.m. yesterday and freights carried for this port were below the average. Through cargoes, although carried by two steamers, were normal.

The Colony's imports amounted to 5,887 tons, of which, 2,573 tons were contributed by three British steamers. The rest return was shown by the *s.s. Riksmor* (British) from Swansea and Singapore, she being responsible for 1,500 tons.

Through freights were on the market of two vessels and amounted to 13.49 tonalities. The British vessel *Riksmor* accounted for 9,000 tons which she brought from Swansea and Singapore, and the *s.s. Gotha* (German) contributed 5,449 tons. She was from Bremen and Manila.

Gasoline and Kerosene.

In addition to the above, there was also a shipment of gasoline and kerosene both for the Colony and for ports beyond. The *Stanley Dollar*, from San Francisco and Iloilo carried 3,128 tons of these commodities for Hong Kong and 430 tons for other ports.

Arrivals and Departures.

During the period under review there were nine arrivals and 14 departures. The nationalities were: British, 3 arrivals and 9 departures; Chinese, 3 arrivals and 1 departure; American, 1 arrival; Norwegian, 1 arrival and 4 departures; German, 1 arrival and 2 departures; Japanese, 6 departures.

SUNRISE AND SUNSET IN HONG KONG.

FOR AUGUST, 1927.

STANDARD TIME OF THE 120th
MERIDIAN, EAST OF
GREENWICH.

Date.	Sunrise.	Sunset.
August 2nd.....	5.55 a.m.	7.04 p.m.
3rd.....	5.56	7.03
4th.....	5.57	7.02
5th.....	5.58	7.01
6th.....	5.59	7.00
7th.....	5.59	6.59
8th.....	5.59	6.58
9th.....	5.59	6.57
10th.....	5.59	6.56
11th.....	5.59	6.55
12th.....	5.59	6.54
13th.....	5.59	6.53
14th.....	5.59	6.52
15th.....	5.59	6.51
16th.....	5.59	6.50
17th.....	5.59	6.49
18th.....	5.59	6.48
19th.....	5.59	6.47
20th.....	5.59	6.46
21st.....	5.59	6.45
22nd.....	5.59	6.44
23rd.....	5.59	6.43
24th.....	5.59	6.42
25th.....	5.59	6.41
26th.....	5.59	6.40
27th.....	5.59	6.39
28th.....	5.59	6.38
29th.....	5.59	6.37
30th.....	5.59	6.36
31st.....	5.59	6.35

DAILY WATERFRONT NEWS.

CHOLERA SCARE ON BOARD
THE "TAISHAN."

A CURIOUS COLLISION.

[BY LONGSHOREMAN.]

"Taishan" Cholera Scare.
A case of suspected cholera was discovered on board the *s.s. Taishan* when she returned from Macao on Sunday evening and as a result she was taken to the Quarantine Anchorage. The patient was Mr. Marcus, an Assistant Purser. Shortly after the boat berthed here, he complained of stomach pains and went to his home in Kowloon. A doctor was called and diagnosed the case as cholera. Mr. Marcus was removed to the Kowloon Hospital and the Port Health Officer was informed.

The *Taishan* was then taken to the Quarantine Anchorage and thoroughly disinfected. But it was later learned that Mr. Marcus had been suffering from dysentery for the last few days and that the diagnosis was wrong. Consequently the *Taishan* was allowed to clear from the Quarantine Anchorage and return to her berthing place. She carried out her usual run to Canton early this morning.

Had it been a case of cholera, the vessel would have to be held up for ten days in compliance with port regulations.

"Man Overboard."

"Man overboard" was called by an Indian guard on the *s.s. Tekwah* on Sunday night while the vessel was lying at buoy G.4. Two officers of the steamer responded and when they got to the side they saw that the pantry boy was in difficulties in the water. They at once dived in to his rescue, but to no avail. The under-currents had caught the unfortunate victim and he was drowned.

Harbour Collision.

A curious collision between a launch and two junks occurred in the harbour during the week-end. The launch, a Mongkok ferry, was entering the Yau-mat Typhoon Shelter when it struck a junk with a twenty-foot gang plank projecting from her side. The launch was pushed back and the junk was pushed forward. The launch was pushed back and the junk was pushed forward. The launch was pushed back and the junk was pushed forward.

"President" Liners Delayed.
Two "President" liners were due in port yesterday morning; the *President* *Folk*, on the round-the-world run, and the *President* *Pierce*. Owing to bad weather in the North, however, both vessels were delayed. The *Folk* did not make port until late afternoon, and consequently does not sail until noon to-day, instead of 8 a.m. as previously announced. The *Pierce* got in between eight and nine o'clock last evening, and sails for Manila to-day at 6 p.m.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 14th August

S.S. "KABINGA" ... Havre, London, Rotterdam & Hamburg ... 28th August

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALESTINE" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF BEDFORD" ... via Suez Canal ... 9th August

S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

S.S. "OLIVEBANK" ... via Suez Canal ... 1st October.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hong Kong ... 5th August

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Batavia, Quilman, The Port Amelia, Mozambique, Chinde, Lababara, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderburg, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tonn.	From Hongkong (about)	Destination.
"KALYAN"	9,144	2nd Aug., Noon	Marseilles, Casablanca, London, Antwerp & Hull.
"NYANZA"	7,023	3rd Aug., Noon	Straits and Bombay.
"KASHGAR"	9,005	8th Aug., Noon	Marseilles, L'An, Antwerp & Hull.
"MAWALINDI"	10,819	20th Aug.	Marseilles and London.
"MOREA"	10,983	3rd Sept.	Marseilles and London.
"DEVANHA"	8,155	17th Sept.	Marseilles, L'An, Antwerp & Hull.
"KHYBER"	9,114	1st Oct.	Marseilles, L'An, Antwerp & Hull.
"MALWA"	10,986	15th Oct.	Marseilles and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, L'An, Antwerp & Hull.
"MALEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	26th Nov.	do.
"MAINTUA"	10,948	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,983	7th Jan., 1928	do.
"DEVANHA"	8,155	21st Jan., 1928	do.

* Calls at Port Sudan.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tonn.	From Hongkong (about)	Destination.
"SANTHA"	7,794	13th Aug.	Singapore, Penang and Calcutta.
"TALAMBA"	8,018	2nd Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tonn.	From Hongkong (about)	Destination.
"TANDA"	6,956	2nd Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th Sept.	do.
"ARAFURA"	6,000	28th Oct.	do.

Regular Monthly Sailings from the

The P. & O. S.S. Co., Ltd. steamers will also call at... as indicated.

Frequent connections from Australia to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Services of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tonn.	From Hongkong (about)	Destination.
"DEVANHA"	8,155	5th Aug.	S'hai, Moji, Kobe & Yokohama.
"TALAMBA"	8,018	9th Aug.	Moji, Kobe, Osaka & Yokohama.
"MOREA"	10,983	19th Aug.	S'hai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	30th Aug.	S'hai, Moji, Kobe & Yokohama.
"KHYBER"	9,114	2nd Sept.	do.
"ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"NYANZA"	7,023	16th Sept.	Shanghai, Moji and Kobe.
"MALWA"	10,986	16th Sept.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	8,985	30th Sept.	do.
"ARAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MALEDONIA"	11,120	15th Oct.	S'hai, Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	do.
"MAINTUA"	10,948	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,983	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do.
"KHYBER"	9,114	21st Jan., 1928	do.
"MALEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MAINTUA"	10,948	22nd Feb., 1928	do.
"MONGOLIA"	16,504	17th Mar., 1928	do.
"MOREA"	10,983	30th Mar., 1928	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Landrover.

Passengers not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Consulate Road Central, HONGKONG.

Agents: [illegible]

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.

LOADING DIRECT FOR

BARCELONA, ROTTERDAM, HAMBURG

AND SCANDINAVIAN PORTS.

Loading about

m.v. "HENARES" ... 6th August

m.v. "NANKING" ... 1st September

m.v. "DELHI" ... 27th September

FOR SHANGHAI AND JAPAN PORTS.

Loading about

m.v. "DELHI" ... 19th August

For further particulars, apply to the Agents—

GILMAN & CO., LTD. G. E. HUYGEN

81 Hong Kong.

